



KIAMA LOCAL TRAFFIC COMMITTEE MEETING

To be held at 9.00am on

Tuesday 7 November 2023

Council Chambers

11 Manning Street, KIAMA NSW 2533

Order of Business

- 1 Apologies
- 2 Acknowledgement of Traditional owners
- 3 Confirmation of Minutes of Previous Meeting
- 4 Business Arising From The Minutes
- 5 Report of RMS delegated formal items
- 4 General Business
- 5 Closure

Members

Cr Stuart Larkins
Mr Andy Gaudiosi
Senior Constable Craig Gray
Mr Darrell Clingan

31 October 2023

To the Chairman, Councillors and Committee Members:

NOTICE OF KIAMA LOCAL TRAFFIC COMMITTEE MEETING

You are respectfully requested to attend an **Kiama Local Traffic Committee Meeting** of the Council of Kiama, to be held in the **Council Chambers**

11 Manning Street, KIAMA NSW 2533 on **Tuesday 7 November 2023** commencing at **9.00am** for the consideration of the undermentioned business.

Yours faithfully

Michael Malone

Director Infrastructure and Liveability

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**AGENDA FOR THE
KIAMA LOCAL TRAFFIC COMMITTEE MEETING OF KIAMA
MUNICIPAL COUNCIL
TUESDAY 7 NOVEMBER 2023**

1 APOLOGIES

2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

"I would like to acknowledge the traditional owners of the land on which we meet, the Wadi Wadi people of the Dharawal nation, and pay my respect to Elders past and present."

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

3.1 Kiama Local Traffic Committee Meeting Minutes on 3 October 2023

Attachments

- 1 Kiama Local Traffic Committee Meeting minutes 03 10 23

Enclosures

Nil

RECOMMENDED

That the Minutes of the Kiama Local Traffic Committee meeting held on 3 October 2023 be received and accepted.



KIAMA LOCAL TRAFFIC COMMITTEE MEETING

To be held at 9.00am on

Tuesday 3 October 2023

Council Chambers

11 Manning Street, KIAMA NSW 2533

Order of Business

- 1 Apologies
- 2 Acknowledgement of Traditional owners
- 3 Confirmation of Minutes of Previous Meeting
- 4 Business Arising From The Minutes
- 5 Report of RMS delegated formal items
6. General business
7. Closure

Members

Cr Stuart Larkins
Mr Andy Gaudiosi
Senior Constable Craig Gray
Mr Darrell Clingan

27 September 2023

To the Chairman, Councillors and Committee Members:

NOTICE OF KIAMA LOCAL TRAFFIC COMMITTEE MEETING

You are respectfully requested to attend an **Kiama Local Traffic Committee Meeting** of the Council of Kiama, to be held in the **Council Chambers, 11 Manning Street, KIAMA NSW 2533** on **Tuesday 3 October 2023** commencing at **9.00am** for the consideration of the undermentioned business.

Yours faithfully

Michael Malone
Director Infrastructure and Liveability

KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

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KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

**AGENDA FOR THE
KIAMA LOCAL TRAFFIC COMMITTEE MEETING
HELD ON TUESDAY 3 OCTOBER 2023**

1 APOLOGIES

2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

"I would like to acknowledge the traditional owners of the land on which we meet, the Wadi Wadi people of the Dharawal nation, and pay my respect to Elders past and present."

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KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

Confirmation of Minutes of Previous Meeting

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

3.1 Kiama Local Traffic Committee Meeting on 5 September 2023

Attachments

- 1 Minutes - Kiama Local Traffic Committee Meeting - 5 September 2023

Enclosures

Nil

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RECOMMENDED

That the Minutes of the Kiama Local Traffic Committee meeting held on 5 September 2023 be received and accepted.

Attachment 1



**MINUTES OF THE
KIAMA LOCAL TRAFFIC COMMITTEE
MEETING**

commencing at 9.00am on

TUESDAY 5 SEPTEMBER 2023

Council Chambers
11 Manning Street, KIAMA NSW 2533

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MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE 5 SEPTEMBER 2023

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE

HELD IN THE COUNCIL CHAMBERS, KIAMA

ON TUESDAY 5 SEPTEMBER 2023 AT 9.00AM

PRESENT: Michael Malone (Director Infrastructure & Liveability) (Chairman), Stuart Larkins (Councillor Representative), Andy Gaudiosi (Transport for NSW Representative), Craig Gray (NSW Police Representative), Darrell Clingan (Local Member's Representative), Michaela Sisk (Manager Engineering & Technical), Chris Balzarano (Council Ranger) and Alyson Hodgekiss (Minutes)

1 APOLOGIES

Janelle Burns (Kiama Council Road Safety Officer),

2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Chair declared the meeting open and acknowledged the traditional owners:

"On behalf of those present, I would like to show my respect and acknowledge the traditional owners of the Land, of Elders past and present, on which this meeting takes place, and extend that respect to other Aboriginal and Torres Strait Islander people present."

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

3.1 Kiama Local Traffic Committee meeting on 1 August 2023

[23/031LTC](#)

Resolved that the Minutes of the Kiama Local Traffic Committee meeting held on 1 August 2023 be received and accepted.

(Member Stuart Larkins and Member Craig Gray)

4 BUSINESS ARISING FROM THE MINUTES

DC requested a follow up on the inspection of the hedge on Myamba Street in Gerringong, as per his requests in General Business in the May and August meetings.

MM updated the Committee regarding the proposed road closure for the Kiama Triathlon event. The event has been postponed to this time next year. Staff have been in touch with the organisers to try and obtain the necessary information for the event, including the details about the dead zone, however we still have not got all of the details required. MM will provide a report to the next meeting for this event, and advised that he will ask the event organisers to attend the meeting to present their

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE 5 SEPTEMBER 2023

proposal. DC suggested that we instead hold a site inspection at the site of the event, and that the event organisers can present their proposal on site.

5 REPORT OF RMS DELEGATED FORMAL ITEMS

5.1 Provision of a 'No Stopping' Zone - Bong Bong and Thomson Streets, Kiama

23/032LTC

Resolved that the Committee endorse the implementation of a 'No Stopping' zone at the intersection of Bong Bong and Thomson Streets, through the installation of regulatory signage and C3 line marking, as shown in the attached plan.

(Member Andy Gaudiosi and Member Stuart Larkins)

5.2 Provision of 'No Parking' Zone - Eastern View Place, Kiama

23/033LTC

Resolved that the Committee supports the implementation of a 95m long 'No Parking' in Eastern View Place, Kiama, through the installation of regulatory signage, as shown in the attached plan.

(Member Stuart Larkins and Member Craig Gray)

5.3 Provision of a bus zone on Jamberoo Road, opposite Dido Street, Kiama

23/034LTC

Resolved that the Committee endorse the implementation of a 'Bus zone' on Jamberoo Road Opposite Dido Street Kiama through the installation of regulatory signage and line marking, as shown in the attached plan. A question was asked from AG whether the existing bus stop zone layby or layout complies to Australian Standards.

(Member Stuart Larkins and Member Andy Gaudiosi)

5.4 Change from Give way to Stop - Hothersal and Minnamurra Streets, Kiama

23/035LTC

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE 5 SEPTEMBER 2023

Resolved that the Committee approve the change in control from Give way to Stop at the intersection of Hothersal and Minnamurra Streets Kiama, through the installation of regulatory signage and line marking.

(Member Andy Gaudiosi and Member Stuart Larkins)

6 GENERAL BUSINESS

6.1 Speed reduction - Allowrie Street, Jamberoo

SL asked for an update on the request from the community for a speed reduction along Allowrie Street, Jamberoo, so that it is in line with the same speed restrictions on the main streets in Kiama and Gerringong. MM advised that we only have one traffic counter, and it is currently being used in Gerroa. Staff are in the process of negotiating with a contractor, and we are going to do a broader speed and volume count in Jamberoo, of up to 5 sites to try and get a better understanding of the location.

6.2 Signs in Kiama Heights

SL advised that the residents in Kiama Heights are concerned about the signs in Kiama Heights and their location. AG advised that he will inspect the signs when he goes past that area next.

6.3 Roundabout at Minnamurra Public School

AG advised that the roundabout at the school is working well, however he would like to define the perimeter of the roundabout. AG suggested some rumble bars, reflective bars or RPM's around the circumference.

6.4 Wombat Crossing at Saddleback

AG suggested some linemarking to narrow the road. MM advised that there is already a design for that.

7 CLOSURE

There being no further business the meeting closed at 9.40am

These Minutes were confirmed at the Ordinary Meeting of Council held on 3 October 2023

KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

4 BUSINESS ARISING FROM THE MINUTES

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KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

Report of RMS delegated formal items

5 REPORT OF RMS DELEGATED FORMAL ITEMS

5.1 Approval of Traffic Management Plan - Changing Tides Festival

CSP Objective: Outcome 11: We are well connected within our local community, and to our region

CSP Strategy: 11.1 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport

Delivery Program: 11.1.2 Implement road safety and traffic management programs and responsibilities

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Summary

The event organiser for Changing Tides Festival on the 16 and 17 December propose to close off Bong Bong Street from Manning Street to the entrance of the Showground from 7am to midnight on 16 December 2023 and close off the eastern end of Bong Bong Street from 7am to midnight on 17 December 2023 to assist with festival activities. In addition, they will be running stop slow traffic control on the days either side of the event to manage bump in/out traffic movements.

Financial implication

Nil

Risk implication

Traffic/parking congestion and pedestrians walking within the vehicle travel lanes to the site create high risk road safety issues. A Traffic Management Plan has been prepared for the event to address both vehicular and pedestrian access and safety.

Policy

Development consent compliance under the EP&A Act.

Consultation (internal)

Manager Engineering & Technical Services

Manager Tourism & Events

Communication/Community engagement

Kiama Local Traffic Committee, VMS Boards

Attachments

- 1 Appendix 9_TMP - V4.1 - Changing Tides Festival 2023 Kiama - Harlow_PAN-363121

Enclosures

Nil

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KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

Report of RMS delegated formal items

5.1 Approval of Traffic Management Plan - Changing Tides Festival (cont)

RECOMMENDATION

That the Kiama Local Traffic Committee endorses the traffic changes associated with the event on 16 and 17 December 2023 from 6am to midnight be approved subject to organisers complying with the following conditions:

1. The event organiser complies with the Traffic Management Plans shown in attachment 1 of the report.
2. The organisers shall be responsible for the supply, erection and removal of all traffic control devices, equipment and personnel associated with the implementation of the approved Traffic Management Plan.
3. Lodgement with Council of an application for a Section 138 Roads Act permit and payment of associated fee.
4. Notification of proposed traffic changes be given to police, local emergency services, businesses and residents effected by the closure.
5. An advertisement be placed in the local media advising of the closure and traffic changes.
6. Proof of public liability insurance complying with the Australian Prudential Regulatory Authority (APRA) being provided to Council prior to the event.

Background

Mushroom Events has been appointed the onsite event and site management team for Changing Tides Festival 2023 (the event) on behalf of Harlow (NSW) Pty Ltd

The event is a two-day (weekend) event to encourage tourism during the quieter periods. The event will have a two-tiered appeal. General admission component which will be all inclusive of any one with great taste in music and local food, and also a second-tier appeal to those seeking a finer dining experience with superior wineries, breweries, and local farmed produce.

The event is a paid event, with guests registering/tendering interest, and tickets purchased.

Activities at the event include staged/live entertainment, Local and South Coast produce, food and drink stalls, pop up restaurants, and more.

To coincide with the proposed event, Traffic Management as per Traffic Guidance Scheme will be implemented to ensure safe passageway along the surrounding roads for bump in, bump out, and efficient ingress/egress of guests on the event days.

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Item 5.1 - Approval of Traffic Management Plan - Changing Tides Festival

**Attachments 1 - Appendix 9_TMP - V4.1 - Changing Tides Festival 2023
Kiama - Harlow_PAN-363121**



TRAFFIC MANAGEMENT PLAN



CHANGING TIDES FESTIVAL 2023

**Kiama Showground
Bong Bong Street Kiama NSW 2533**

Harlow (NSW) Pty Ltd
ABN: 22 650 218 401
34a Burfitt St
Leichhardt NSW 2024

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Item 5.1 - Approval of Traffic Management Plan - Changing
Tides Festival

Attachments 1 - Appendix 9_TMP -
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Statement of Confidentiality & Non-Disclosure

This Traffic Management Plan (TMP) contains proprietary and confidential information. All content is submitted to the recipients with the understanding that the recipients agree not to use or disclose any information contained herein except in the context of its business dealings with CATO and for the purposes of implementing the plans presented in the document. The recipient of this document agrees to inform present and future employees or agents of the recipient who view or have access to its content of its confidential nature.

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Document Control

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted by password.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed and approved by
1.0	Michael Parker	21/12/2021	Initial Draft	Kieran Cato
2.0	Katerina Stewart	16/2/2022	Amendments	Michael Parker
3.0	Michael Parker	11/08/2023	Updates: -TGS updates -TMP updates as per email 09/08/2023	Kieran Cato
4.0	Michael Parker	17/08/2023	Updates: -Bump in/out timings -Allow general parking on Terralong during bump in/out	Kieran Cato
4.1	Michael Parker	17/08/2023	Updates: - Updated age bracket for event	Anna Rosa

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Item 5.1 - Approval of Traffic Management Plan - Changing Tides Festival

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1 General Event Information

1.1 Event Summary

In 2016, *Harlow (NSW) Pty Ptd* was founded with the aim to assist *Crooked River Wines (CRW)*, which was a family business winery, to increase revenue streams by having music events at the location showcasing local music talent, food and wine. Over the years, *CRW* has geographically outgrown the capacity to hold these events, and intends on continuing a similar type of experience within the Kiama region.

Mushroom Events has been appointed the onsite event and site management team for Changing Tides Festival 2023 (The event) on behalf of *Harlow (NSW) Pty Ltd*

The event is a two-day (weekend) event to encourage tourism during the quieter periods. The event will have a two-tiered appeal. General admission component which will be all inclusive of any one with great taste in music and local food, and also a second-tier appeal to those seeking a finer dining experience with superior wineries, breweries, and local farmed produce.

Event is a paid event, with guests registering/tendering interest, and tickets purchased.

Activities at the event include staged/live entertainment, Local and South Coast produce, food and drink stalls, pop up restaurants, and more.

1.2 Traffic Impact Summary

To coincide with the proposed event, Traffic Management as per Traffic Guidance Scheme will be implemented to ensure safe passageway along the surrounding roads for bump in, bump out, and efficient ingress/egress of guests on the event days.

1.2.1 Bump In / Bump Out - Ingress / Egress

All vehicles will enter the site under the guidance of Authorised Traffic Controllers for safety, and to minimise any adverse impact to the surrounding road network and residents. The Traffic Guidance Scheme will address:

- + Road closure points with placement of Authorised Traffic Controllers.
- + Signage placement for advance warning with respect to other motorists.
- + Event location

VEHICULAR INGRESS / EGRESS STRATEGY

All vehicles will enter the event site with traffic management in place for any unloading or loading of equipment required for the event. During bump in and bump out, Authorised Traffic Controllers will permit access to the event site for event vehicles on both Bong Bong Street and Terralong Street via the road closures in place.

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1.2.2 Event Day

Kiama Showground will be closed for general access and use for the event.

The Traffic Guidance Scheme will address:

- + Road closure points with placement of Authorised Traffic Controllers.
- + The Local Access strategy for residents and businesses within Bong Bong Street and Terralong Street
- + Signage placement for advance warning with respect to other motorists.
- + Event location

EVENT DAY STRATEGY

Authorised Traffic Controllers will be placed at two main locations to minimise any adverse impact to the surrounding road network and residents.

- + Bong Bong Street and Manning Street – Local Access closure with crew and VIP parking being permitted within the event boundary.
- + Terralong Street – Hard Closure with signage indicating for all normal traffic to be detoured Blowhole Point Road. Artist parking will be made available on Terralong Street beyond the road closure.

The event organisers have engaged CATO Location Services, and authorised traffic management company to provide traffic management support for the event. CATO is pre-approved for local government procurement and has 20 million public liability noting events as an interest.

Traffic Control Plans can be found in section 6.1 of this TMP.

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1.3 Event Details

Event Date:	16 th and 17 th December 2023
Event Times:	1100 – 2200 (Daily)
Event Venue:	Kiama Showground 2 Bong Bong St Kiama 2533
Expected Attendance:	Up to 8,000
Event is off-street, on Street moving, or on-street non-moving.	Off Street
Demographics:	16 th & 17 th December – 18+ only
Preliminary Classification:	Class 2 (Subject to Local Traffic Committee – LTC assessment)
Bump In Dates/Times:	15 th December 2023 – 0700 – 2200
Bump Out Dates/Times:	18 th December 2023 – 0700 – 1900
Traffic Control Required:	Bump In 15 th December – 0700 – 2200 Event Days 16 th December – 0700 – midnight 17 th December – 0700 – midnight Bump Out 18 th December – 0700 – 1900

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1.4 Key Event Contacts

Event Organiser:	Simon Felice
Event Manager:	Joshua Green
Event Manager Phone:	0499 332 424
Event Manager Email:	joshua.green@mushroomgroup.com.au
Venue Owner:	Kiama Municipal Council
Venue Owner Contact:	Sally Bursell (Tourism and Events Manager)
Venue Owner Phone:	0491 051 572
Venue Owner Email:	council@kiama.nsw.gov.au
Police PAC:	Kiama Police (Southern Region PAC)
Police Contact:	District Inspector Darren Brown
Police Phone:	TBC
Police Email:	TBC
RMS Contact:	RMS Southern
RMS Email:	road.access@transport.nsw.gov.au
Traffic Control Provider:	CATO Location Services
Traffic Control Contact:	Nicola Illiadis
Traffic Control Phone:	9517 1313 / 0405 967 908
Traffic Control Email:	nicola@catolocationsservices.com.au

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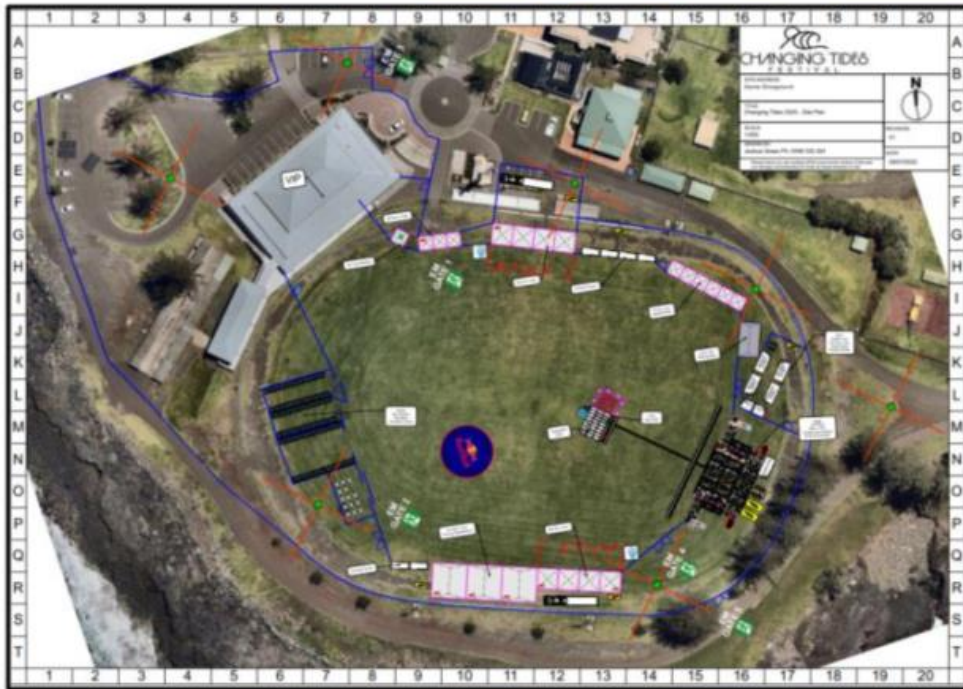
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Should an up-to-date site plan be required, please contact the Event Organiser in section 1.4 of this document for the latest site plan.

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3 Workplace Health & Safety

3.1 Risk Assessment Plans

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000/2018 Risk Management - Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

Harlow (NSW) Pty Ltd has compiled Risk Assessments and site-specific safety plans for the events that are not included in this Transport Management Plan.

This section of the Transport Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	YES	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public. Local Access provided along Bong Bong Street
Block Police vehicle access	YES	Road closure barriers can be temporarily removed by traffic controllers to allow for access when required.
Block Ambulance access	YES	Road closure barriers can be temporarily removed by traffic controllers to allow for access when required.
Block fire station access	YES	Road closure barriers can be temporarily removed by traffic controllers to allow for access when required.
Block heavy vehicle access	YES	All heavy vehicles are diverted before the closure, and do not use the closed roads for regular movements
Restricted movements banned turns, heavy/high vehicles	YES	All vehicles are diverted before the closure. Event vehicles will proceed into the event site in a forward motion only.
Block Public facility (football oval, car park etc.)	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public. VMS Boards are in place.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	NO	None required
Construction - existing, proposed that may conflict	NO	None required
Numbers of lanes and their width are as described	YES	None required
Road signage existing/temporary	YES	None required Temporary signage Installed and removed by CATO.
Route impeded by traffic calming devices?	NO	None required
Signalised intersections (flashing yellow? Point duty?)	NO	None required
Tidal flows	NO	None required
Traffic generated by shopping centres, schools, churches, industrial area, hospitals	YES	Advertisement of event to general public.

Item 5.1 - Approval of Traffic Management Plan - Changing Tides Festival

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Traffic movement contrary to any notice	YES	Under the direction traffic controllers
Traffic signals are as described	NO	None required
Turning lanes are as described	NO	None required
Letter Drop Zone Maps to indicate precincts mailed	YES	Notification to be arranged by Harlow (NSW) Pty Ltd
Heavy Weather	YES	Heavy weather may cause crowds to depart early or organiser consider delaying/cancelling the event
Flood hazard in event area	YES	Event organiser, TMC/TiNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	YES	Parking will be restricted should inclement weather exist.
General parking during wet weather	NO	No general admission parking supplied.
Bush fire hazard	NO	For major local/regional bushfire hazard affecting general public health or transport to Kiama, take direction from NSW Police
Accident on surrounding roads	YES	Emergency Services to facilitate emergency response to area.
Breakdown on surrounding roads	YES	Emergency Services to facilitate emergency response to area.
Absence of marshals and volunteers	YES	Re-deploy existing staff as required.
Block public transport access	NO	None required
Delayed Event	YES	At the discretion of the event organiser
Cancellation of Event	YES	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	YES	Provided by event organiser.
Security of very important persons (VIP's)	YES	Provided by event organiser.

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3.2 Public Liability Insurance

Harlow (NSW) Pty Ltd has Australian Public Liability Insurance to the value of \$20,000,000. This policy covers all activities of the event and the organisation

A copy of such insurance can be found by contacting the Event Organiser as listed in section 1.4 of this TMP.

3.3 NSW Police Force

The Southern Region Police Area Command (PAC) of NSW Police will be engaged to confirm support and provide no objections to this event. They will be formally notified at least 2 weeks prior to the event-taking place.

3.4 NSW Fire & Rescue and NSW Ambulance

NSW Fire & Rescue and NSW Ambulance will be notified at least 2 weeks prior to the event-taking place.

Item 5.1 - Approval of Traffic Management Plan - Changing Tides Festival

Attachments 1 - Appendix 9_TMP - V4.1 - Changing Tides Festival 2023 Kiama - Harlow_PAN-363121



3.5 Event Delays, Postponement or Cancellation

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders.

3.5.1 Contingency Plans

Heavy Rain

In the Event of heavy rain in the week leading up to the event or on the day of the event, it would not be necessary to cancel the event. (30mm or more), There is sufficient shelter for guests, and event organisers/staff.

Cancellation of the Event

Assessment and need for cancellation will be done by the Event Managers and Event Organisers in conjunction with the Venue Owner. A decision on the cancellation of the event due to weather would need to be made 72 hours prior to the event date. This would allow time to notify all parties involved. Guests would be personally informed via the Company's Website/social media platforms, and third-party ticketing agency.

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4 Traffic and Transport Management

4.1 The Routes and Location

A map of the event location is below displaying event vehicle ingress, and egress via Bong Bong Street, and Terralong Street

Authorised Traffic Controllers will manage ingress/egress via Bong Bong Street and Terralong Street during bump in and bump out. Event Management will manage the vehicles as they enter the site. Note that South-West of the entry/exit point is an overhead bridge utilised by trains. All vehicles will be instructed to ingress and egress via Bong Bong Street or Terralong Street to avoid any clearance incidents.

On the event days, artist and production parking will be made available on Terralong Street as indicated below. No access will be permitted to the event site on the event days except for emergency vehicles.



Bump In/Out Ingress/Egress Path

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4.2 Resource Table

#	Location	Requirements
1	Bong Bong Street - Bump In / Out	1 x Traffic Controller
	Bong Bong Street - Event Days	2 x Traffic Controllers Traffic Control Devices as per TGS
2	Terralong Street - Bump In / Out	1 x Traffic Controller
	Terralong Street - Event Days	1 x Traffic Controller Traffic Control Devices as per TGS

4.3 Event Vehicle Access to the Event Site for Suppliers, Contractors and Staff

There will be an 8km/hr limit at the event site for the duration of bump in/out.

Authorised Vehicles for Event Suppliers, Contractors, and Staff during Bump in/out via the driveway at Bong Bong Street or gated entrance at Terralong Street. Only emergency vehicles, amenities management or permitted disability access will be allowed during the operation period of the event.

4.4 Parking

The existing parking infrastructure around Kiama will be available for guests, however public transport is the preferred and advertised mode of transport to the event.

Site Staff and VIP parking on the event days will be available via the Bong Bong Street entry at the carpark adjacent to the Kiama Showground Pavilion.

Production and Artist parking on the event days will be available via the Terralong Street entry at the carpark south of the road closure.

It can be assumed that any guests arriving by personal vehicles would park in the existing parking spaces in nearby surrounding streets. To avoid congestion and disruption to the community, the local access road closure on Bong Bong St will allow resident access at all times. This will minimise impact to the immediate surrounding driveways, and existing parking.

Extra care must be taken by the vehicle drivers to ensure pedestrian safety.

4.5 Impacts on Public Transport

The event will not have any direct impact on public transport in the near area.

The nearest train station is Kiama Station, approximately seven (7) minutes' walk from the event location. Services to Kiama have ample capacity for the event during the operation period.

Item 5.1 - Approval of Traffic Management Plan - Changing Tides Festival

Attachments 1 - Appendix 9_TMP - V4.1 - Changing Tides Festival 2023 Kiama - Harlow_PAN-363121



Kiama Cabs, and other local Taxi Services will be notified for any guests wishing to utilise this mode of transport of a potential increase in demand.

Uber and other ride-share modes of transport will have access to the surrounding streets as normal.

No Bus stops will be impacted or relocated.

4.6 Traffic Management Requirements Unique to This Event

There are no unique traffic management requirements related to this event.

4.7 Traffic & Pedestrian Management

See Traffic Guidance Schemes in section 6.1 of this TMP. It demonstrates the following:

- + Bump In/Out - Traffic controllers to manage the ingress/egress of vehicles along Bong Bong Street, and Terralong Street
- + Event Days - Traffic Controllers to manage road closures to allow for local access along Bong Bong Street and Terralong Street.

In all cases whereby pedestrians need to be delineated from vehicular traffic on the road, this will be done so by CCBs.

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5 Minimising Impact on the Non-Event Community

5.1 Access for Local Residents and Businesses

Access for local residents or businesses in Bong Bong Street will be via the closure managed by Authorised Traffic Controllers. All other surrounding roads will not be affected by the road closure for event day.

Access for Terralong Street local residents or businesses will remain uninterrupted. To minimise impact to the roadway, between Blowhole Point Road and the road closure, temporary signage will be installed to deter motorists from utilising the area unless for a specific purpose.

5.2 Access for Emergency Vehicles

Emergency service vehicles will have unobstructed access into the event site if required via the designated entry point at Terralong Street. Vehicle access paths of width no less than 3.5m will be maintained at these points.

- + Event Management not allowing vehicles to park in obstructed to the path.
- + Any cars in the way of emergency vehicles in response will be directed out of the way by Event Management, Pedestrian Marshalls, or Traffic Controllers.
- + Event Manager will be checking throughout the shift that the paths are not obstructed.

Ambulance Access – An Ambulance would gain access to the event site via Terralong Street if there was an emergency. Ambulance can be escorted to the incident site by Event Manager as required.

Fire Brigade – The local RFS will not have fire trucks at the event. If Fire Brigade would need to gain access in the event of an emergency, they can gain access via road closure at Terralong Street

Police – NSW Police would gain access to the event site via Terralong Street in the event of an emergency. Police can be escorted to the incident site by Event Manager as required.

The Event Organiser will communicate these measures to the relevant services prior to the event-taking place.

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Emergency vehicle access path

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5.3 Advertising Traffic Management Arrangements

To minimise impact to the local, and non-local community that frequent Kiama Showgrounds, or the surrounding area, two (2) VMS Boards will be placed on approach to the event site.

Details of the locations, messages, and timings can be found on the relevant TGS drafted for this purpose. See section 6.1 of this TMP for a copy of the VMS TGS

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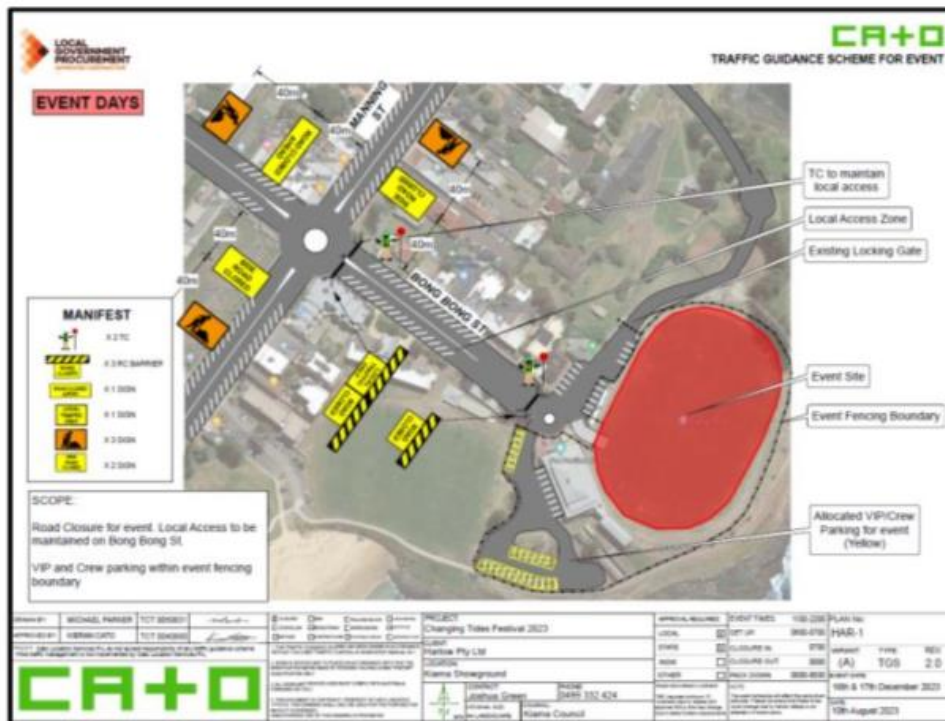
6 Attachments

6.1 Traffic Guidance Scheme(s)

6.1.1 HAR-1A

This Traffic Guidance Scheme shows the strategy of which Traffic Contollers will:

- + Manage the local access road closure during event days.



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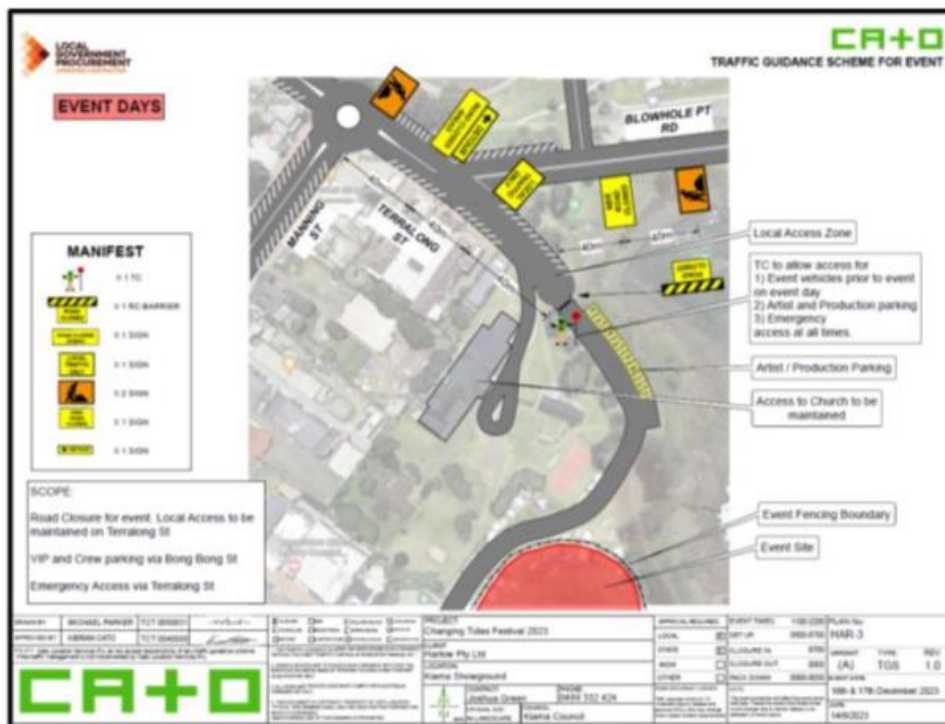
6.1.3 HAR-3A

This Traffic Guidance Scheme shows the strategy of which Traffic Controllers will:

- + Manage the road closure during event days.
- + Allow access for Production and Artist parking on event days.

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6.1.4 HAR-4A

This Traffic Guidance Scheme shows the strategy of which Traffic Controllers will:

- Manage Ingress/Egress of bump in/out vehicles to ensure no queuing or disruption on Terralong Street with restricted access to Kiama Showgrounds for all other vehicles.

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LOCAL GOVERNMENT PROCUREMENT

CA+O
TRAFFIC GUIDANCE SCHEME FOR EVENT

BUMP IN / OUT

MANIFEST

- X 1 TC
- X 1 FC BARRIER
- X 1 SIGN
- X 1 SIGN

SCOPE:
Traffic Control for event bump in/out.
TC to manage access for event vehicles only to the Showground

INSTALL DATES AND TIMES:
15th December 2023 (0700 - 2200)
16th December 2023 (0700 - 1900)

Access to Church to be maintained

TC to allow access for bump in/out vehicles

Event Fencing Boundary

Event Site

PROJECT	Changing Tides Festival 2023	PLANNING NUMBER	
CLIENT	Harlow Pty Ltd	DATE	15th August 2023
LOCATION	Kiama Showground	SCALE	1:100
DESIGNER	CA+O	PROJECT NO.	HAR-4
APPROVED BY	Michael Parker	ISSUE NO.	(A)
DATE	17/08/2023	VERSION	TGS 1.0

CA+O

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7 Approvals

7.1 Event Organiser Approval

TMP Approved by:

(Name)

(Signature)

(Date)

7.2 Authorisation to Regulate Traffic

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by: _____

(Council)

(Name)

(Signature)

(Date)

The RMS traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP

Regulation of Traffic Authorised by: _____

(RMS)

(Name)

(Signature)

(Date)

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KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

Report of RMS delegated formal items

5.2 Signage and linemarking approval for condition 19 of development application 10.2021.361.1

CSP Objective: Outcome 11: We are well connected within our local community, and to our region

CSP Strategy: 11.1 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport

Delivery Program: 11.1.2 Implement road safety and traffic management programs and responsibilities

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Summary

For the subdivision at lot 12 Barton Drive Kiama Downs, condition 19 of development application 10.2021.361.1 states that "A Lines and Signs Plan must be prepared and submitted (but not approved) to Council's Traffic Committee" as such approval is sought for the attached plans.

Financial implication

N/A

Risk implication

N/A

Policy

N/A

Consultation (internal)

N/A

Communication/Community engagement

N/A

Attachments

- 1 Line and Signage Plan
- 2 Results letter Notice of orders made

Enclosures

Nil

RECOMMENDATION

That the Kiama Local Traffic Committee endorses the installation of regulatory signage and line marking presented in the plan attached to the report, for the subdivision of lot 12 Barton Drive, Kiama Downs.

Attachment 1

KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

Report of RMS delegated formal items

- 5.2 Signage and linemarking approval for condition 19 of development
application 10.2021.361.1 (cont)

Background

Bathla Investments, the developer of the subdivision at lot 12 Barton Drive Kiama Downs have submitted the regulatory signs & lines plan (see attachment 1) for the new cul-de-sacs and access road for the subdivision approved under 10.2021.361.1 (see attachment 2) for review and endorsement.

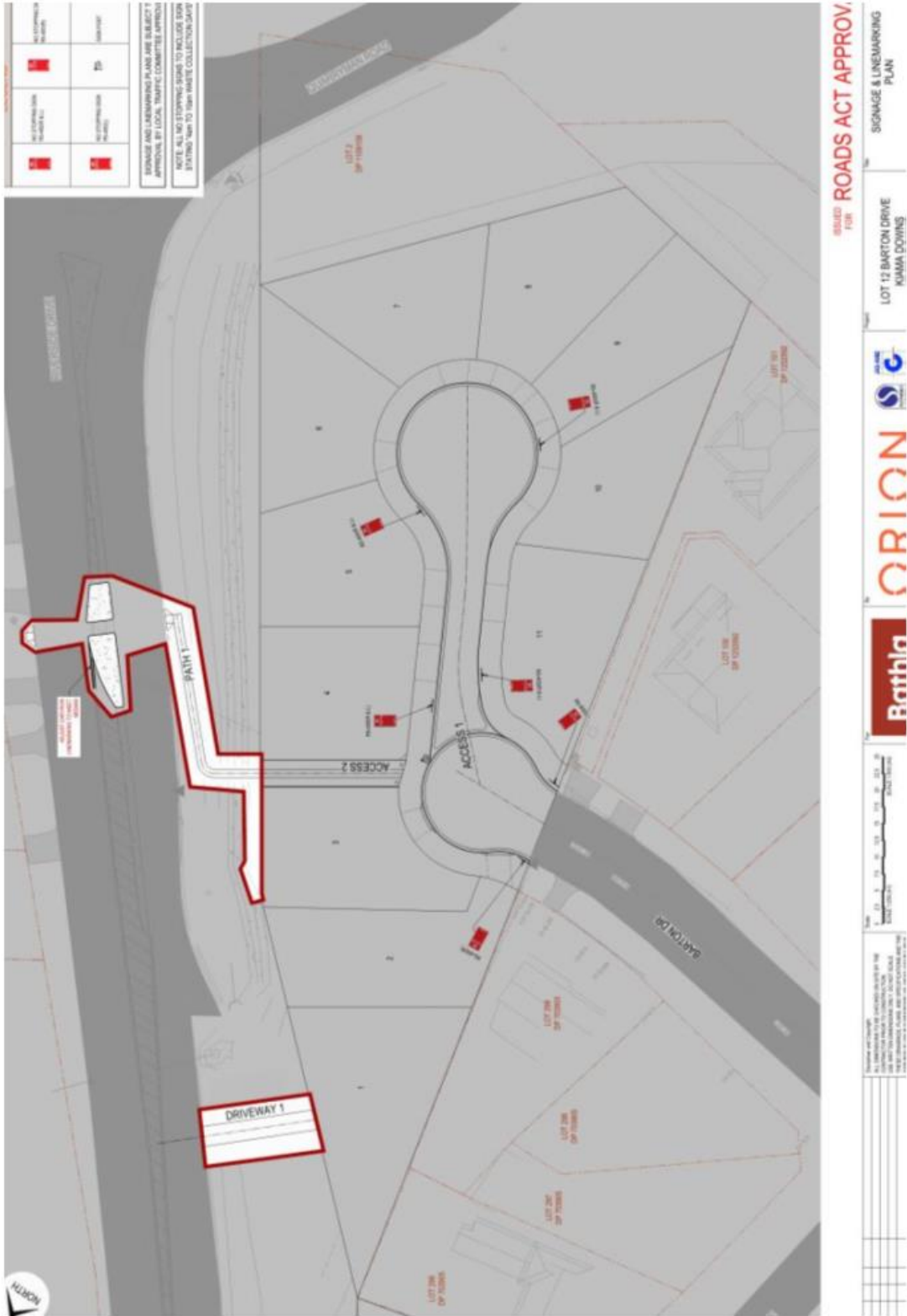
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Attachments 1 - Line and Signage Plan



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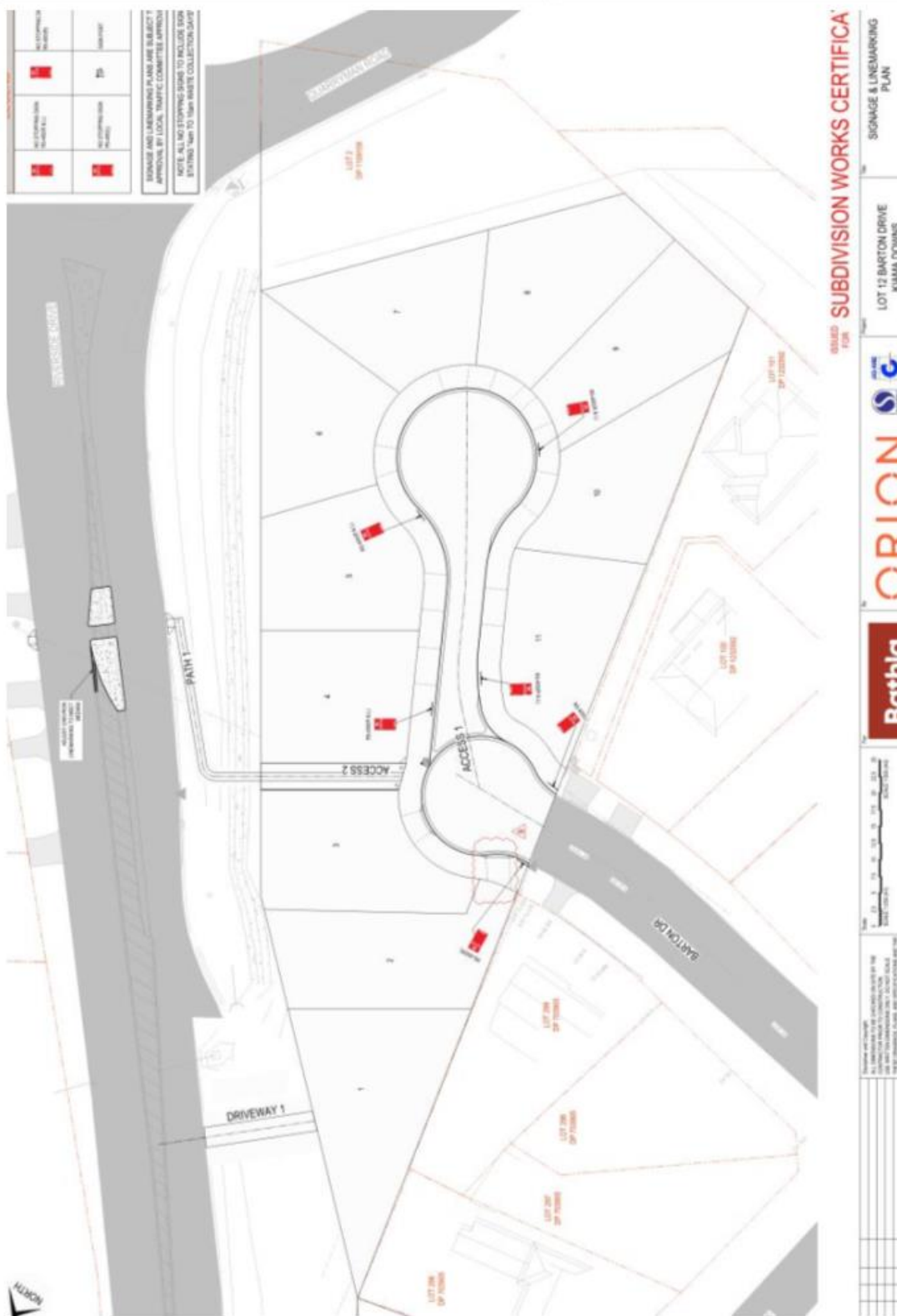
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Attachments 1 - Line and Signage Plan



Attachment 1

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Item 5.2 - Signage and linemarking approval for condition 19 of development application 10.2021.361.1

Attachments 2 - Results letter Notice of orders made



**Land and Environment
Court**
of New South Wales

EMMA JANE FLEMING
emma.fleming@mk.com.au

Level 4 225 Macquarie Street SYDNEY NSW 2000
Level 4 GPO Box 3565 SYDNEY NSW 2001
DX 264, Sydney

Telephone: 02 9113 8200
Facsimile:
02 91138208

Email: lecourt@justice.nsw.gov.au
Website: <https://www.lec.nsw.gov.au>

ABN: 52 659 114 436

Your Ref:



D0001N5RNP
16 November 2022

NOTICE OF ORDERS MADE

Case number 2022/00105132
Case title Universal Property Group Pty Ltd v Kiama Municipal Council

On 16 November 2022 the following orders (and/or directions) were made:

The Court orders that:

- (1) The Applicant is to pay the Council's costs in accordance with s 8.15(3) of the Environmental Planning and Assessment Act 1979, in the sum of \$14,000 within 28 days of the date of these orders.
- (2) The appeal is upheld.
- (3) Development consent is granted to Development Application No. 10.2021.361.1, as amended, for the subdivision of land into 11 Torrens title lots, demolition of existing bollards located at the end of Barton Drive, relocation of a power pole and power line, construction of road access, provision of stormwater infrastructure, landscaping and earthworks on land legally described as Lot 12 in DP1122990 and known as Lot 12 Barton Drive, Kiama Downs, NSW, 2533, subject to the conditions at Annexure A.

For the Registrar

Item 5.2 - Signage and linemarking approval for condition 19
of development application 10.2021.361.1

Attachments 2 - Results letter Notice
of orders made

Universal Property Group Pty Ltd v Kiama Municipal Council

LEC No: 2022/105132

Annexure A

DETERMINATION OF DEVELOPMENT APPLICATION BY GRANT OF CONSENT

Development Application No: DA 10.2021.361.1

Development: Subdivision of land into 11 Torrens title lots, demolition of existing bollards located at the end of Barton Drive, relocation of power poles and lines, construction of an access place, provision of stormwater infrastructure, landscaping and earthworks.

Site: Barton Drive, Kiama Downs NSW 2533 (Lot 12 in DP 1122990)

The above development application has been determined by the granting of consent subject to the conditions specified in this consent.

Date of determination: 16 November 2022

Date from which consent takes effect: Date the consent is registered on the NSW Planning Portal.

TERMINOLOGY

In this consent:

- (a) Any reference to a Construction, Compliance, Occupation or Subdivision Certificate is a reference to such a certificate as defined in the *Environmental Planning and Assessment Act 1979*.
- (b) Any reference to the "applicant" means a reference to the applicant for development consent or any person who may be carrying out development from time to time pursuant to this consent.
- (c) Any reference to the "site", means the land known as Barton Drive, Kiama Downs (Lot 12 in DP 1122990)

The conditions of consent are as follows:

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Conditions of Development Consent:

PRIOR TO THE ISSUE OF A SUBDIVISION WORKS CERTIFICATE

- (1) A contribution under Section 7.11 of the Environmental Planning and Assessment Act 1979 (as amended) and Kiama Council's Section 94 Contributions Plans Nos. 1 and 2 shall be paid to Council prior to the issuing of the Subdivision Works Certificate. The total contribution required for the development is **\$200,000.00**.
- (2) The developer shall submit details of all civil engineering works, on engineering drawings, to the Accredited Certifying Authority for approval prior to the issue of the Subdivision Works Certificate.
- (3) The developer shall submit to the accredited Certifying Authority for approval prior to the issue of the Subdivision Works Certificate, a detailed Soil and Water Management Plan (SWMP) designed in accordance with the requirements of Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) and Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change 2007). All works on the site must be in accordance with the approved SWMP for the full duration of construction works and must provide an overall site detail. For staged development a SWMP shall be provided for each stage of the development.
- (4) The proposed pavement design shall be prepared by an appropriately experienced and qualified geotechnical engineer and an appropriate detail shall be submitted to and approved by the accredited Certifying Authority prior to the release of the Subdivision Works Certificate.
- (5) The developer shall comply with the design requirements of Council's "Water Sensitive Urban Design" policy in association with the design requirements of "Section D5 Stormwater Drainage" of the Kiama Development Code as appended to Kiama Development Control Plan 2020. Details shall be submitted to and approved by the accredited Certifying Authority prior to the issue of a Subdivision Works Certificate.
- (6) A section 138 Roads Act Approval issued by Council must be received and provided to the Accredited Certifier for all works relating to this development within the existing road reserve prior to the issue of any Subdivision Works Certificate. The works within the existing road reserve must create a smooth connection to existing road pavement and drainage lines to the satisfaction of Council.
- (7) Prior to the issue of any Subdivision Works Certificate the developer shall submit to the accredited Certifying Authority a detailed design plan of the lighting proposed throughout the development and adjoining public road network. The lighting design shall comply with the Australian Standard AS 1158 and shall be designed so as not to cause a nuisance to residences in the area or to motorists on nearby roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. The developer shall liaise with Council in order to determine the required design treatment for all lighting within the adjoining road network. The Principal Certifying Authority shall ensure

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Attachments 2 - Results letter Notice
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that all work is completed in accordance with the requirements of the street lighting asset owner prior to the issue of any Subdivision Certificate.

- (8) The developer shall provide stormwater outlets for each lot including kerb lines converting to 90 millimetre diameter PVC for barrier kerbs and 127 x 64 x 4 millimetre steel rectangular hollow section hot dip galvanised or aluminium for roll kerb sections.
- (9) The developer shall provide on-site detention storage for stormwater runoff in conjunction with the proposed development drainage network. An on-site detention system shall be designed to ensure that post development flow rates from the site are no greater than pre-developed site runoff at each discharge point for all rainfall events up to 1% Annual Exceedance Probability. The applicant shall provide full hydrological and hydraulic computer modelling of the stormwater drainage system and provide this to the accredited Certifying Authority for assessment and approval prior to the issue of the Subdivision Works Certificate. The final design should be generally in accordance with the endorsed development consent stormwater plans.
- (10) The developer shall engage a Chartered Professional Engineer practising in the field of geoscience to prepare a report to be submitted to the accredited Certifying Authority for approval prior to the issue of the Subdivision Works Certificate. The report shall cover, but not be limited to:-
 - a) Slope failure and erosion where excavation and/or filling is to exceed 600 millimetres in depth including land that has been previously filled;
 - b) Recommended geotechnical testing requirements;
 - c) Required level of geotechnical supervision for each part of the works as defined under AS 3798 - Guidelines on Earthworks for Commercial and Residential Developments;
 - d) Compaction specification for all fill within private subdivisions;
 - e) The level of risk to existing adjacent properties as a result of a construction contractor using vibratory rollers anywhere within the site the subject of these works. In the event that vibratory rollers could affect adjacent properties, high risk areas shall be identified on a plan and the engineering drawings shall be amended to indicate that no vibratory rollers shall be used within that zone;
 - f) Requirements for sub-surface drainage lines;
 - g) Overall suitability of the engineering drawings for the proposed development.
- (11) It shall be made clear using either 1D or 2D hydraulic modelling that in the scenario of 100% piped blockages that the cul-de-sac head and pedestrian link are able to convey a minimum of 1.4 cubic metres/second of overland flow water from Barton Drive to Riverside Drive without encroaching into private allotments. In this respect the cul de sac head and verge must be designed to direct overland flow down the pedestrian link by being the lowest point within the verge. It must also be made clear that the pedestrian path dimensions and grade can cater for the flows. Details demonstrating compliance with this

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condition are to be provided to and approved by the Certifier prior to issuing a Subdivision Works Certificate.

- (12) The developer shall provide a detailed stormwater drainage network in accordance with the design requirements of Section D5 Stormwater Drainage of the Kiama Development Code as appended to Kiama Development Control Plan 2012. Full hydrological and hydraulic calculations and civil engineering drawings shall be prepared by a registered civil engineer and submitted to the accredited Certifying Authority prior to the issue of a Subdivision Works Certificate.
- (13) The developer shall provide structural details of any retaining walls with a vertical drop exceeding 600mm. The detail shall be submitted to and approved by the accredited Certifying Authority prior to the release of the Subdivision Works Certificate. The retaining wall must be designed by a Chartered Professional Structural Engineer.
- (14) The approved plans must be submitted to the Sydney Water Tap in™ online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

The Tap in™ service provides 24/7 access to a range of services, including:

- building plan approvals
- connection and disconnection approvals
- diagrams
- trade waste approvals
- pressure information
- water meter installations
- pressure boosting and pump approvals
- changes to an existing service or asset, e.g. relocating or moving an asset.

Sydney Water's Tap in™ online service is available at:
<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

Sydney Water recommends developers apply for Building Plan approval early as in some instances the initial assessment will identify that an Out of Scope Building Plan Approval will be required. The detailed review is to ensure that:

- our assets will not be damaged during, or because of the construction of the development
- we can access our assets for operation and maintenance
- your building will be protected if we need to work on our assets in the future.

The developer will be required to pay Sydney Water for the costs associated with the detailed review if required. Notice from Sydney Water shall be submitted to the Accredited Certifying Authority prior to the issue of a Subdivision Works Certificate.

- (14a) The easement for transmission line 6.095m wide (D60198) benefiting Endeavor Energy must be extinguished. Evidence to this effect must be provided to Council prior to the release of the Subdivision Works Certificate.

PRIOR TO THE COMMENCEMENT OF WORK (INCLUDING DEMOLITION & EXCAVATION)

- (15) Under the provisions of the Act, work may not commence on the development until the following is carried out:
- a) Detailed plans and specifications of the works must be endorsed with a Subdivision Works Certificate by Council or an Accredited Certifier; and
 - b) You must appoint a Principal Certifying Authority (can be either Council or an Accredited Certifier); and
 - c) You must notify the Council of the appointment; and
 - d) You must give at least two (2) days notice to Council of your intention to commence work.
- Should you appoint Council as the Principal Certifying Authority, relevant inspection fees will be required to be paid at the time of lodgement of this form.
- (15a) The developer shall lodge with Council a bond in the form of an unconditional bank guarantee or cash, prior to the commencement of any work, as a security for new and remedial work associated with the development proposal and covering all work within the public roads administered by Council under the Roads Act 1993 and compliance with the submitted Waste Management Plan during the course of construction.
- The bond will be valued at 5% of the proposed cost of civil engineering construction and remedial work to the public road.
- The developer will be required through a quantity surveyor or certified practising engineer to provide accurate costing for all civil engineering work associated with the public road infrastructure and a report shall be submitted to Council for assessment prior to Council advising the developer of the bond value.
- The bond shall be refunded in full subject to the following:
- a) A minimum of 12 months has passed from the registration of the plan of subdivision,
 - b) There being no performance issues with the constructed works, including landscaping,
 - c) There being no unrepaired damage to the public infrastructure,
 - d) Compliance with the development consent and the Subdivision Works Certificate plans and specifications,
 - e) The submission of all waste compliance certificates, inclusive of supporting documentation, verifying compliance with waste management plans lodged in support of the development.
- (16) A sign must be erected in a prominent position on site on which the subdivision work or demolition work is being carried out:

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- a Showing the name, address and telephone number of the Principal Certifying Authority for the work;
- b Showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours; and
- c Stating that unauthorised entry to the work site is prohibited.

Note: Any such sign is to be maintained while the subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

(g1060.doc)

(17) A suitably qualified person shall prepare a Construction Environmental Management Plan (CEMP) which is to be submitted to and approved by the Principal Certifying Authority prior to any works commencing on site. The CEMP shall include, but not be limited to, the following items:

- a) Timing and duration of works;
- b) Location of work sites offices, compounds, stockpiles and refuelling areas;
- c) A description of the site and surrounds and location of environmentally sensitive areas;
- d) Description of the impacts associated with the construction; activities and control measures;
- e) Legislative requirements;
- f) On-site staff structure and responsibility;
- g) Staff training, awareness and competency requirements;
- h) Emergency planning and response;
- i) Auditing and monitoring; and
- j) The supplementary plans:
 - i) Soil and Water Management Plan;
 - ii) Noise and Vibration Management Plan;
 - iii) Air Quality (Dust Control) Management Plan;
 - iv) Waste Management Plan; and
 - v) Traffic Management plan

The developer shall ensure that all construction work associated with the development is carried out in accordance with the approved Construction Environmental Management Plan (CEMP) and any variations are approved by the Principal Certifying Authority. A copy of the approved CEMP shall be kept on site at all times. A copy of the approved CEMP and any variations shall be submitted to Council within five business days of approval.

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Item 5.2 - Signage and linemarking approval for condition 19 of development application 10.2021.361.1

Attachments 2 - Results letter Notice of orders made

- (18) All recommendations made in the Acid Sulfate Soil Management Plan prepared by ENRS PTY LTD dated November 2021 must be implemented. Any change made to the site that that will or is likely to impact the recommendations of the Preliminary Site Investigation will require a further assessment and is to be provided to the Accredited Certifier prior to the commencement of any works.
- (19) A Lines and Signs Plan must be prepared and submitted (but not approved) to Council's Traffic Committee. The Lines and Signs plan must incorporate timed No Stopping Signage on both sides of the Access No.1 road (Barton Drive extension) for its full length. The times for the No Stopping must state from "4am - 10am Waste Collection Days" or an alternative wording endorsed by Council. Evidence of submission of the lines and signs plan is to be submitted to the Certifier prior to the issue of the Subdivision Works Certificate.

PRIOR TO THE ISSUE OF THE SUBDIVISION CERTIFICATE

- (19) All imported fill to the development site shall list the location of its origin and shall be sampled in accordance with AS 4482.2 and tested by a certified National Association of Testing Authorities Australia (NATA) registered laboratory for contaminants. Based on the test results certification shall be provided to the Principal Certifying Authority prior to the issue of any Subdivision Certificates by a suitably qualified geotechnical engineering consultant confirming the imported fill is suitable for use in residential development. Any imported fill found to not be suitable for residential use shall be removed / remediated in accordance with the NSW Department of Environment, Climate Change and Water requirements.
- (20) Any waste-derived material the subject of a resource recovery exemption received at the development site must be accompanied by documentation as to the material's compliance with the exemption conditions and must be provided to the Principal Certifying Authority or Kiama Municipal Council upon request.
- (21) Prior to the issue of a Subdivision Certificate the new access roads shall be named Barton Drive and street signs erected to Council's requirements with each lot being addressed and numbered in accordance with AS/NZS 4819:2011 Rural and Urban Addressing for standard Torrens Title lots. Proposed house numbers to be allocated as shown below:

Proposed Lot	Proposed House Number	Street Name	Locality
1	71	Riverside Drive	Kiama Downs
2	89	Barton Drive	Kiama Downs
3	91	Barton Drive	Kiama Downs
4	93	Barton Drive	Kiama Downs
5	95	Barton Drive	Kiama Downs
6	97	Barton Drive	Kiama Downs
7	99	Barton Drive	Kiama Downs
8	96	Barton Drive	Kiama Downs
9	94	Barton Drive	Kiama Downs

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10	92	Barton Drive	Kiama Downs
11	90	Barton Drive	Kiama Downs

- (22) A Section 73 Compliance Certificate under the Sydney Water Act 1994 shall be obtained from Sydney Water.

The proponent is advised to make an early application for the certificate, as there may be water and wastewater pipes to be built that can take some time. This can also impact on other services and buildings, driveways or landscape designs.

Applications must be made through an authorised Water Servicing Coordinator. For help either visit www.sydneywater.com.au > Plumbing, building and developing > Developing > Land development or telephone 13 20 92.

The Section 73 Certificate shall be submitted to Principal Certifying Authority prior to issue of any Subdivision Certificate.

- (23) The developer shall engage a Chartered Professional Engineer practising in the field of geoscience to prepare a final report to be submitted to the Principal Certifying Authority prior to the issue of the subdivision certificate. The report shall cover, but not be limited to:

- a) All earthwork operations.
- b) The suitability of each allotment for residential development. In this regard each Lot shall be given a classification in accordance with the Australian Standard AS 2870 1996 - Residential Slabs and Footings.
- c) A fill plan showing extent and depth of fill. A detailed contour plan prepared by a Registered Surveyor indicating reduced levels prior to and at the conclusion of filling operations shall be provided.
- d) Certification that all earthworks within the site have complied with the Kiama Development Code Section CQC Quality Control Requirements – Development Construction Specification, as appended to Kiama Development Control Plan 2020. This shall include appropriate test results and test location diagram and date of testing.
- e) Certification of all recommendations contained in the geotechnical report lodged in support of the Subdivision Works Certificate application have been satisfied.
- f) The exact extent of any restricted building zones or any other restrictions affecting any of the allotments. Particular attention shall be paid to the location and sub-surface drainage lines which shall be burdened with a restriction-as-to-user within the Section 88B Instrument.

- (24) The Subdivision Certificate shall not be released until all conditions of this Development Consent are complied with or satisfactory arrangements are made with the Principal Certifying Authority.

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- (25) The completed Waste Management Compliance Sheet (Appendix 1C) shall be submitted to and approved by Council prior to issue of the Subdivision Certificate. Supporting documentation (dockets/receipts) verifying recycling and disposal shall be attached to the Compliance Sheet. (pa002.doc)
- (26) The developer shall acknowledge all existing easements and restrictions on the use of the land on the final plan of subdivision.
- (27) The developer shall submit the following items to the Principal Certifying Authority prior to the issue of a Subdivision Certificate:
- a) All relevant Construction and Compliance Certificates (where these have not been issued by Council).
 - b) Payment of fees in accordance with Council's adopted fees and charges.
 - c) A Final Plan of Subdivision and four (4) copies.
- A copy of the satisfactory final plan of subdivision shall also be provided as an electronic file in either DXF or DWG format. In this regard the electronic copy must be on MGA (Zone 56) orientation, where this is required by the Surveying Regulation 2001, and should preferably use co-ordinates based upon the MGA values of the nearest established permanent survey mark connected as part of the survey. It is preferred the raw boundary line work only be provided, excluding final page layout and text where possible. This must be provided electronically by email to council@kiama.nsw.gov.au including a clear reference to the relevant Development Application number.
- d) An original Deposited Plan Administration Sheet and one copy, prepared in accordance with NSW Land Registry Services requirements.
 - e) An original Section 88B Instrument and one copy, prepared in accordance with the requirements of the Conveyancing Act 1919.
 - f) An original Subdivider/Developer Compliance Certificate (Section 73 Certificate) from Sydney Water Corporation which references the relevant development application number.
 - g) An original Notification of Arrangement from an electricity provider which references the relevant development application number.
 - h) An original Telecommunications Infrastructure Provisioning Confirmation from a communications provider which references the proposed development.
 - i) The payment of all required Developer Contributions identified in this consent.
- (29) A certified Works-As-Executed (WAE) plan prepared by a Registered Civil Engineer or Registered Surveyor shall be submitted to Principal Certifying Authority before the final inspection and a Certificate of Practical Completion is issued. The WAE plan must certify that the works have been constructed in accordance with the approved drawings and to the levels specified on both public and private land.

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- (30) The developer shall submit to the Principal Certifying Authority prior to the release of the Subdivision Certificate an electronic copy of the Works-as-Executed drawing as follows:
- a) A full set of engineering drawings in either DWG or DXF format;
 - b) An ASCII point file database of all surveyed points in PENZD (point number, easting, northing, elevation, description) format in MGA coordinates.
 - c) An Infrastructure Asset Register template (as provided by Council) that lists all constructed assets within the development that are to be transferred to, and maintained by Council in future.
- (31) The developer shall prepare an Instrument under Section 88B of the Conveyancing Act 1919, for approval by the Principal Certifying Authority which incorporates all easements and restrictions as deemed appropriate by Council. In this respect the final subdivision plan and 88b instrument should generally reflect documentation endorsed at Development Application stage and incorporate the following easements and restrictions on the use of land:
- a) Easement for services;
 - b) Easement for water drainage;
 - c) Drainage easement over overflow paths;
 - d) Easement for detention storage;
 - e) Easement for water quality;
 - f) Right of way;
 - g) Positive covenant
 - h)Not used
 - i) Restriction on the use of land which defines a restricted building zone;
 - j) Restriction on the use of land defining minimum floor levels for any lots which has any part of the lot below the 1% AEP flood level. ;
 - k) Restriction on the use of land over any filled lots which stipulates that footings must be designed by a suitably qualified civil and/or structural engineer;
 - l) Restriction on the use of land over Lots, with a P classification, which stipulates that footings must be designed by a suitably qualified civil and/or structural engineer;
 - m) Restriction on the use of land over sub-surface drainage pipes contained within the building area of allotments; and
 - n) Restrictions on the use of land over any lots adjacent to a public reserve stipulating dividing fence type.
 - o Easement for maintenance of retaining walls and dividing fences
 - p) Restrictions on the use of land that any future residential accommodation on lots 6,7,8,9 & 10 shall be constructed so as to ensure the following internal noise levels are achieved from road traffic noise:-
 - 35 dBA (Leq) inside bedrooms between 10 pm and 7 am; and
 - 40 dBA (Leq) inside all habitable spaces at any time.
 - No Construction Certificate or Complying Development Certificate for any type of residential accommodation shall be issued on the burdened lots unless the Certifying Authority is satisfied the residential accommodation to be *constructed* is in accordance with

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the recommendations of a Traffic Noise Intrusion Report prepared by a suitably qualified Acoustical Consultant to ensure compliance with Clause 102 of State Environment Planning Policy (Infrastructure) 2007.

- (32) The developer must complete the following engineering works and upgrades to Councils existing infrastructure at no cost to Council including the relocation of any services prior to the release of the Subdivision Certificate. It is the responsibility of the developer to ensure that these works are approved and constructed prior to the release of the Subdivision Certificate:
- a) Interallotment drainage line with appropriate easement catering for upstream Council reserve running through proposed lot 9 and connecting to Councils drainage infrastructure.
 - b) Complete reconstruction of the existing cul de sac head of Barton Drive.
 - c) Construction of pedestrian a path including culvert over the concrete swale, pram ramps and pedestrian island on Riverside Drive as per the approved DA plans.
 - d) Construction of driveways for every lot.
 - e) Construction of OSD system and GPT.
- (33) Prior to the release of the Subdivision Works Certificate, a geometric road design detail fully compliant with Roads and Traffic Authority Road Design Guide, Austroads Guide to Road Design and Austroads Guide to Traffic Management must be submitted to and approved by the Road Authority.
- (34) The applicant shall install a timber lapped and capped fence along the eastern / rear boundary of lots 2-6 inclusive. Along the length of the eastern side of the boundary fencing fronting Riverside Drive a landscape strip a minimum 1.5m wide shall be installed. The landscape strip shall be planted with a variety of native shrubs that grow to a mature height of 2-3 metres. The shrubs to be planted shall be a minimum pot size 75mm and be planted at 1.0 metre centres. The ground surface shall be covered with a layer of organic mulch to a minimum depth of 100mm.
- Prior to issue of the Subdivision Certificate the developer shall provide a Compliance Certificate from either a suitably qualified landscape professional or alternatively Council's landscape officer stating that the landscape works have been completed in accordance with this condition.
- The landscaping shall be actively maintained for a minimum of 26 weeks from the issue of the Subdivision Certificate to ensure the establishment of the shrubs and ensure the suppression of weeds and grasses. Any shrubs that fail shall be replaced.
- (35) Prior to the issues of the Subdivision Certificate the Signs and Lines Plan must be endorsed by Council Traffic Committee and the relevant signage installed onsite to the satisfaction of Council.

OPERATIONAL CONDITIONS (ONGOING)

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- (36) The development shall be implemented in accordance with the details set out in the following plan/drawing and supporting documents except as amended by conditions of development consent:

Plans/Document			
Title	Sheet/Dwg	Version	Date
Engineering Plans – Orion Consulting			
Cover sheet	21-0280 - 0	G	18/10/2022
General Layout Plan	21-0280 - 1	F	18/10/2022
Demolition Plan	21-0280 - 2	F	18/10/2022
Site Regrading Plan	21-0280 - 3	F	18/10/2022
Site Regrading Section	21-0280 - 4	F	18/10/2022
Sediment & Erosion Control	21-0280 - 100	F	18/10/2022
Sediment & Erosion Control Notes	21-0280 - 101	E	18/10/2022
Engineering Plan	21-0280 - 200	G	19/10/2022
Typical Road Cross Sections	21-0280 - 300	F	18/10/2022
Road Long Section	21-0280 - 301	D	18/10/2022
Access Road OSD/WSUD Tank Stormwater Catchment Plan	21-0280 - 400	F	18/10/2022
Onsite Detention Plan Details	21-0280 - 401	E	19/10/2022
Retaining Wall Details	21-0280 - 402	A	31/03/2022
Long Sections – Orion Consulting			
Lots 1 & 2 Site Sections	21-0280 - 10	1	18/10/2022
Lots 3 & 4 Site Sections	21-0280 - 11	1	18/10/2022
Lots 5 & 6 Site Sections	21-0280 - 12	1	18/10/2022
Lots 7 & 8 Site Sections	21-0280 - 13	1	18/10/2022
Lots 9 & 10 Site Sections	21-0280 - 14	1	18/10/2022
Lot 11 Site Sections	21-0280 - 15	1	18/10/2022
Subdivision Plan & Building Envelope Plan – The Bathia Group			
Subdivision Plan	DA02	6	23/09/2022
Waste Management Plan – SLR Consulting			
Waste Management Plan	Appendix H of SEE	1	
Traffic Noise Intrusion Assessment – Harwood Acoustics			
Traffic Noise Intrusion Assessment Proposed Residential Subdivision	Harwood Acoustics	1 - Final	22/12/2021
Environmental Site Assessment - ENRS			
Environmental Site Assessment - incorporating test pit investigations	ENRS2063	1	21/12/2021
Statement of Environmental Effects - SLR Consulting			
Statement of Environmental Effects	660.30131-R01	V1.1	22/12/2021

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- (36a) No development/work is to take place until a Subdivision Works Certificate has been issued for the development and the necessary conditions of development consent satisfied to enable issue of a Construction Certificate.
- (37) The property owners shall be made aware that all Aboriginal relics in NSW are protected under Section 90 of the National Parks and Wildlife Act 1974, which makes it an offence to knowingly damage, disturb, deface or destroy an Aboriginal relic or site, without first obtaining the written consent of the Director-General of the National Parks and Wildlife Service. If such a site is discovered, the Southern Zone Archaeologist of the National Parks and Wildlife Service shall be contacted immediately. (g050.doc)
- (37a) The developer shall not carry out any work other than emergency procedures to control dust or sediment-laden runoff outside the normal working hours, namely, 7.00am to 5.00pm, Monday to Friday and 8.00am to 1.00pm Saturday, without the prior written approval of the Principal Certifying Authority. Any request to vary these hours shall be submitted to the Principal Certifying Authority in writing detailing:
- a) The variation in hours required.
 - b) The reason for that variation.
 - c) The type of work and machinery to be used.
- (38) The developer shall undertake engineering inspections, sampling, testing and recording of results of all constructed civil engineering works in accordance with the requirements of the Kiama Development Code Section CQC Quality Control Requirements – Development Construction Specification, as appended to Kiama Development Control Plan 2020 and civil engineering drawings approved by the Principal Certifying Authority
- (39) The developer shall carry out work at all times in a manner that will not cause a nuisance, by the generation of unreasonable noise, dust, vibration, fumes, odours, wastewater, waste products or other activity that may unreasonably impact upon the amenity of residents of adjacent properties.
- (40) The developer shall provide and maintain temporary fencing around the development site to prevent unauthorised entry into the site by persons or livestock and shall remove the temporary fencing upon completion of all work.
- (41) The developer and any contractor or sub-contractor used to carry out any work authorised by or out of this development consent on Council owned or controlled land, is to carry the following insurance, copies of which are to be produced to Council upon request:
- a) Motor vehicle insurance (comprehensive or property damage) for all self propelled plant, as well as valid registration or Roads and Traffic Authority permit (Including Compulsory Third Party insurance). Primary producer's registration is not valid registration for use on Public Road construction work.
 - b) Workers Compensation Insurance.
 - c) Ten Million Dollar Public Liability Insurance.

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- (42) The developer shall ensure that all construction work associated with the development is carried out in accordance with the approved Construction Environmental Management Plan (CEMP) and any variations to that Plan approved by the Principal Certifying Authority. A copy of the approved CEMP shall be kept on site at all times
- (43) Only clean fill (i.e. natural materials such as earth, rock and stone) is to be used in the development. Under no circumstances are any other material including (but not limited to) building, demolition, concrete, road materials and/or putrescible wastes, permitted to be used as filling on site.
- (44) All earthworks associated with the development shall be completed in accordance with AS 3798-2007 Guidelines on Earthworks for Commercial and Residential Developments.
- (45) A shaker pad shall be installed at the exit point of the site to prevent soil material leaving the site on the wheels of vehicles and other plant and equipment.
- (46) The emission of dust from the site must be controlled and in this regard watering equipment shall be kept on the site at all times for this purpose.
- (47) The developer shall ensure that sediment-laden runoff from the site is controlled at all times subsequent to commencement of construction works. Sediment control measures must be maintained at all times and checked for adequacy at the conclusion of each day's work.
- (48) Sediment traps shall be installed around all affected stormwater inlets and drainage lines. All sediment control measures shall be maintained on a daily basis until the site has been fully revegetated. The measures shall not cause any safety issues.
- (49) The developer shall control the emission of dust from the site and in this regard appropriate watering and dust suppression equipment shall be kept on the site and used for this purpose. The developer must ensure that the contractor is able to control emission of dust from the site on weekends when windy conditions prevail. Water used for dust suppression must not be contaminated or allowed to enter the stormwater system.
- (50) All flexible road pavements shall be designed in compliance with the Austroads publication Pavement Design for Light Traffic : A supplement to the Austroads Pavement Design Guide - Austroads Sydney 2006.
- (51) The developer shall construct the driveways and footpath link in compliance with the Standards Australia publication AS/NZS 2890.1 Parking Facilities Part 1: Off Street Car Parking and Council's "Driveway and Footpath Works Procedure Manual".
- (52) The applicant must provide, to Council, the appropriate fee for the inspections required for the construction of the footpath crossing/access driveway in accordance with Council's adopted fees and charges. This inspection fee must be paid prior to the commencement of works within the road reserve area. Work undertaken within the road reserve may only be undertaken by a Council approved contractor. A list of approved contractors may be obtained from Council's Engineering and Works Department.

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- (53) The developer shall bear the cost of relocation of any service utilities required as part of the development.
- (54) All electricity, telecommunications and natural gas services shall be located underground. Common or shared trenching and the document "A Model Agreement for Local Councils and Utility/Service Providers" prepared by the NSW Streets Opening Conference are policies adopted for the Kiama Municipal Council Local Government Area and should be adhered to at all times in the provision of services.
- (55) In the instance works cause the uncovering of unexpected finds including unknown contaminants works are to immediately cease, Council is to be notified and a suitably qualified environmental scientist appointed to further assess the site.

The exposed material/excavation is to be evaluated by the supervising environmental consultant and an appropriate response determined in consultation with the applicant, which is agreed to by Kiama Municipal Councils Manager of Environment & Health.

Note: Council may also request that a NSW EPA accredited site auditor is involved to assist with the assessment of the contaminated land situation and review any new contamination information. The applicant must also adhere to any additional condition which may be imposed by the accredited site auditor.
- (56) All new construction work shall make smooth junctions with existing work.
- (57) The developer shall provide with the Works as Executed detail, a Closed Circuit Television (CCTV) video surveillance and commentary that will detail the stormwater drainage network for the development.
- (58) The roadway, footpath or Council reserve shall not be used to store building material without the prior approval of Council. (bu088.doc)
- (59) All excavations and backfilling must be executed safely in accordance with appropriate professional standards. (bu090.doc)
- (60) All excavations must be properly guarded and protected to prevent them from being dangerous to life or property. (bu095.doc)
- (61) The site must be stabilised or revegetated as soon as possible after the completion of site earthworks.
- (62) All vehicles entering or leaving the site must have their loads covered.
- (63) No excavated material shall deposited on public roads.
- (64) At the completion of the works, the work site must be left clear of waste and debris.
- (65) The developer shall ensure that that sediment-laden runoff and dust pollution from the site is controlled at all times subsequent to commencement

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of construction works. Sediment and dust control measures must be maintained at all times and checked for adequacy at the conclusion of each day's work.

- (66) The Waste Management Plan shall be strictly adhered to at all stages during the demolition, construction and/or subdivision work. All waste nominated for disposal must be disposed of at a licensed landfill facility. All waste nominated for recycling must be reused or recycled. (bu153.doc)
- (67) No materials or rubbish resulting from the land clearing or demolition shall be burnt or buried on site. All waste nominated for disposal must be disposed of at a licensed landfill facility. All waste nominated for recycling must be reused or recycled.
- (68) All rock-breaking and ground impacting operations may only be carried out between 8:30am and 5:00pm on Monday to Friday, or between 9:00am and 1:00pm on Saturdays, and no work is to be carried out at any time on a Sunday or a public holiday.
- At least two (2) working days (i.e. Monday to Friday Exclusive of public holidays), the developer or excavation contractor, must notify adjoining residents (via individual letter drops) prior to commencement of excavation, rock-breaking and ground impacting work advising the following:
- (a) The date when excavation will commence;
 - (b) Nature and duration of the noise and vibration generating activities;
 - (c) Anticipated date when excavation will cease;
 - (d) Details of the name, address and business hours contact telephone number of the excavator, contractor or developer.
- (69) The construction of the development and preparation of the site, including operation of vehicles, must be conducted so as to avoid unreasonable noise or vibration and cause no interference to adjoining or nearby occupations. Special precautions must be taken to avoid nuisance in neighbouring residential areas, particularly from machinery, vehicles, warning sirens, public address systems and the like.

In the event of a noise or vibration problem arising, the person in charge of the premises must, when instructed by Kiama Municipal Council or the Accredited Certifier, cease work and carry out an acoustical survey and/or investigation by an appropriate acoustical engineer or consultant and submit the results to Council. The person in charge of the site must implement any or all of the recommendations of the consultant and any additional requirements of Council. Any requirements of Council in this regard must be complied with immediately.

- (70) All works carried out on site during construction/ demolition/ excavation/ earthworks shall comply with the NSW Protection of the Environment Operations Act 1997, the Department of Environment and Climate Changes' Interim construction noise guideline' and AS 2436-2010 –

"Guide to noise and vibration control on construction, demolition and maintenance sites" for the control of construction noise which specifies that:

- a) Construction period of 4 weeks and under – The L90 level measured over a period of not less than 15 minutes when the construction site is operating must not exceed the background level by more than 20 dB(A) at the boundary.
- b) Construction period greater than 4 weeks but not exceeding 26 weeks – The L90 level measured over a period of not less than 15 minutes when the construction site is operating must not exceed the background level by more than 10 dB(A) at the boundary.
- c) Construction period exceeding 26 weeks – The L90 level measured over a period of not less than 15 minutes when the construction site is operating must not exceed the background level by more than 5 dB(A) at the boundary.

Should complaints of a noise nuisance be substantiated, Council may require the acoustic treatment of the premises to ensure compliance with the NSW Department of Environment and Climate Changes "Interim construction noise guideline" and AS 2436-2010 – "Guide to noise and vibration control on construction, demolition and maintenance sites" for the control of construction noise. A further acoustic assessment & report will be required to be provided to Council assessing the premises in working order.

- (71) A appropriate temporary toilet facility shall be provided on site, located inside the property boundaries, prior to commencement of works. The temporary toilet shall be maintained in a clean/sanitary condition at all times. (s010.doc)
- (72) During construction the applicant shall provide, inside the property boundaries a suitable waste container for the disposal of all papers, plastics and other light weight materials. (s015.doc)
- (73) Certain tree species placed in close proximity to Sydney Water's underground assets have the potential to inflict damage through invasive root penetration and soil destabilisation. Sydney Water requires that all proposed or removed trees and vegetation included within the proposal adhere to the specifications and requirements within Section 46 of the Sydney Water Act (1994) and Diagram 5 – Planting Trees within our Technical guidelines – Building over and adjacent to pipe assets. Please note these guidelines include more examples of potential activities impacting our assets which may also apply to your development.

If any tree planting proposed breaches our policy, Sydney Water may need to issue an order to remove every tree breaching the act, or directly remove every tree breaching the Act and bill the developer for their removal.

- (74) The applicant shall comply with the requirements of Endeavour Energy Conditions nominated by an "X" shown below:

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Condition	Advice	Clause No.	Issue	Detail
<input type="checkbox"/>	<input type="checkbox"/>	1	Adjoining Sites	Adjoining or nearby development / use should be compatible with the use of Endeavour Energy's sites.
<input type="checkbox"/>	<input type="checkbox"/>	2	Asbestos	Area identified or suspected of having asbestos or asbestos containing materials (ACM) present in the electricity network.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3	Asset Planning	Applicants should not assume adequate supply is immediately available to facilitate their proposed development.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	Asset Relocation	Application must be made for an asset relocation / removal to determine possible solutions to the developer's requirements.
<input type="checkbox"/>	<input type="checkbox"/>	5	Bushfire	Risk needs to be managed to maintain the safety of customers and the communities served by the network.
<input type="checkbox"/>	<input type="checkbox"/>	6	Construction Management	Integrity of electricity infrastructure must be maintained and not impacted by vehicle / plant operation, excessive loads, vibration, dust or moisture penetration.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7	Contamination	Remediation may be required of soils or surfaces impacted by various forms of electricity infrastructure.
<input type="checkbox"/>	<input type="checkbox"/>	8	Demolition	All electricity infrastructure shall be regarded as live and care must be taken to not interfere with any part of the electricity network.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9	Dial Before You Dig	Before commencing any underground activity the applicant must obtain advice from the Dial Before You Dig 1100 service.
<input type="checkbox"/>	<input type="checkbox"/>	10	Dispensation	If a proposal is not compliant with Endeavour Energy's engineering documents or standards, the applicant must request a dispensation.
<input type="checkbox"/>	<input type="checkbox"/>	11	Driveways	For public / road safety and to reduce the risk of vehicle impact, the distance of driveways from electricity infrastructure should be maximised.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	12	Earthing	The construction of any building or structure connected to or in close proximity to the electrical network must be properly earthed.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	13	Easement Management	Preference is for no activities to occur in easements and they must adhere to minimum safety requirements.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	14	Easement Release	No easement is redundant or obsolete until it is released having regard to risks to its network, commercial and community interests.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	15	Easement Subdivision	The incorporation of easements into to multiple / privately owned lots is generally not supported.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	16	Emergency Contact	Endeavour Energy's emergency contact number 131 003 should be included in any relevant risk and safety management plan.
<input type="checkbox"/>	<input type="checkbox"/>	17	Excavation	The integrity of the nearby electricity infrastructure shall not be placed at risk by the carrying out of excavation work.
<input type="checkbox"/>	<input type="checkbox"/>	18	Flooding	Electricity infrastructure should not be subject to flood inundation or stormwater runoff.

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Condition	Advice	Clause No.	Issue	Detail
<input type="checkbox"/>	<input type="checkbox"/>	19	Hazardous Environment	Electricity infrastructure can be susceptible to hazard sources or in some situations be regarded as a hazardous source.
<input type="checkbox"/>	<input type="checkbox"/>	20	Modifications	Amendments can impact on electricity load and the contestable works required to facilitate the proposed development.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	21	Network Access	Access to the electricity infrastructure may be required at any time particularly in the event of an emergency.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	22	Network Asset Design	Design electricity infrastructure for safety and environmental compliance consistent with safe design lifecycle principles.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	23	Network Connection	Applicants will need to submit an appropriate application based on the maximum demand for electricity for connection of load.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	24	Protected Works	Electricity infrastructure without an easement is deemed to be lawful for all purposes under Section 53 'Protection of certain electricity works' of the Electricity Supply Act 1995 (NSW).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	25	Prudent Avoidance	Development should avert the possible risk to health from exposure to emissions from electricity infrastructure such as electric and magnetic fields (EMF) and noise.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	26	Public Safety	Public safety training resources are available to help general public / workers understand the risk and how to work safely near electricity infrastructure.
<input type="checkbox"/>	<input type="checkbox"/>	27	Removal of Electricity	Permission is required to remove service / metering and must be performed by an Accredited Service Provider.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	28	Safety Clearances	Any building or structure must comply with the minimum safe distances / clearances for the applicable voltage/s of the overhead power lines.
<input type="checkbox"/>	<input type="checkbox"/>	29	Security / Climb Points	Minimum buffers appropriate to the electricity infrastructure being protected need to be provided to avoid the creation of climb points.
<input type="checkbox"/>	<input type="checkbox"/>	30	Service Conductors	Low voltage service conductors and customer connection points must comply with the 'Service and Installation Rules of NSW'
<input type="checkbox"/>	<input type="checkbox"/>	31	Solar / Generation	Need to assess the performance of the generation system and its effects on the network and other connected customers.
<input type="checkbox"/>	<input type="checkbox"/>	32	Streetlighting	Streetlighting should be reviewed and if necessary upgraded to suit any increase in both vehicular and pedestrian traffic.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	33	Sustainability	Reducing greenhouse gas emissions and helping customers save on their energy consumption and costs through new initiatives and projects to adopt sustainable energy technologies.
<input type="checkbox"/>	<input type="checkbox"/>	34	Swimming Pools	Whenever water and electricity are in close proximity, extra care and awareness is required.
<input type="checkbox"/>	<input type="checkbox"/>	35	Telecommunications	Address the risks associated with poor communications services to support the vital electricity supply network infrastructure.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	36	Vegetation Management	Landscaping that interferes with electricity infrastructure is a potential safety risk and result in the interruption of supply.

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REASONS

- (1) Ensure adequate provision for pedestrian access is available. (p015.doc)

Item 5.2 - Signage and linemarking approval for condition 19 of development application 10.2021.361.1

Attachments 2 - Results letter Notice of orders made

- (2) Meet the increased demand for public amenities and services attributable to the development in accordance with Section 7.11 of the Environmental Planning and Assessment Act 1979 (as amended). (p030.doc)
- (3) Minimise any likely adverse environmental impact of the proposed development. (p040.doc)
- (4) Minimise any likely adverse impact on the landscape and visual amenity of the area as a result of the development. (p045.doc)
- (5) Ensure that the landscape works are completed established and maintained in accordance with the approved plans and conditions. (p060.doc)
- (6) Ensure the protection of the amenity and character of land adjoining and in the locality of the proposed development.
- (7) Ensure the protection of the amenity for future residents of the proposed development.
- (8) Ensure the stormwater run-off from the site is disposed of in an orderly and satisfactory manner. (p105.doc)
- (9) Minimise any likely adverse environmental impact of the proposed development. (p110.doc)
- (10) Ensure that public authorities have been consulted and their requirements met or arrangements made for the provision of services to the satisfaction of those authorities. (p120.doc)
- (11) Protect the community from damage or injury from any building material stored on the footpath or road reserve. (p125.doc)
- (12) Ensure that the proposed development complies with the provisions of any relevant Environmental Planning Instruments and Council's Codes and Policies. (p095.doc)
- (13) Ensure that the proposed development is in the public interest. (p095.doc)
- (14) Ensure adequate provision of utility services is available.

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ADVICE

The following information is provided for your assistance to ensure compliance with the Environmental Planning and Assessment Act 1979, Environmental Planning and Assessment Regulation 2000, other relevant Council Policy/s and other relevant requirements. This information does not form part of the conditions of development consent pursuant to Section 80A of the Act.

Advice 1. Environmental Planning and Assessment Act 1979 Requirements

The Environmental Planning and Assessment Act 1979 requires you to:

- a) Obtain a Subdivision Works Certificate prior to the commencement of any works. The applicant shall note that this development consent in no way authorises commencement of construction or subdivision work. The latter can only be obtained through submission and approval of a satisfactory Subdivision Works Certificate.

- b) Nominate a principal certifying authority and notify Council of that appointment prior to the commencement of any works.
- c) Give Council at least two days notice prior to the commencement of any works.
- d) Have mandatory inspections of nominated stages of the construction inspected.
- e) Obtain an occupation certificate before occupying any building or commencing the use of the land.

Advice 2. Buried Waste

Should buried materials/wastes or the like be uncovered during the excavation of footings or trenches on site works, the PCA is to be contacted immediately for advice on the treatment/removal methods required to be implemented.

Advice 3. Asbestos Warning

Should asbestos or asbestos products be encountered during excavation works you are advised to seek advice and information prior to disturbing the material. It is recommended that a contractor holding an asbestos- handling permit (issued by Work Cover NSW), be engaged to manage the proper disposal and handling of the material. Further information regarding the safe handling and removal of asbestos can be found at:

- www.environment.nsw.gov.au
- www.nsw.gov.au/fibro
- www.adfa.org.au
- www.workcover.nsw.gov.au

Alternatively, call WorkCover Asbestos and Demolition Team on 8260 5885.

Advice 4. Dial before you Dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at www.1100.com.au or telephone on 1100 before excavating or erecting structures (This is the law in NSW). If alterations are required to the configuration, size, form or design of the development upon contacting the Dial before you dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

Advice 5. Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any persons interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution.

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Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact: Telstra's Network Integrity Team on phone number 1800 810 443.

Advice 6. Section 73 Compliance Certificate

An application must be made through an authorised Water Servicing Coordinator (for details visit the Sydney Water web site www.sydneywater.com.au/customer/urban/index or phone 132092). Following application, a "Notice of Requirements" will be forwarded detailing water and sewer extensions to be built and charges to be paid. Please contact the Water Servicing Coordinator early, since building of water/sewer extensions can be time consuming and may impact on other services and building, driveway or landscape design.

Advice 7. Sydney Water Approval Required.

For applications for approval of Council approved building plans to check if the proposed construction work affects Sydney Water services please refer to the website www.sydneywater.com.au for:

- Sydney Water Tap in TM
- Guidelines for Building Over/Adjacent to Sydney Water Assets – see Building Developing Building and Renovating.

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Item 5.2 - Signage and linemarking approval for condition 19 of development application 10.2021.361.1

Attachments 2 - Results letter Notice of orders made

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KIAMA LOCAL TRAFFIC COMMITTEE MEETING

3 OCTOBER 2023

6. GENERAL BUSINESS

7. CLOSURE

Item 3.1

Attachment 1

4 BUSINESS ARISING FROM THE MINUTES

5 REPORT OF RMS DELEGATED FORMAL ITEMS

5.1 Proposed road closure - Kiama Triathlon - Minnamurra

CSP Objective: Outcome 11: We are well connected within our local community, and to our region

CSP Strategy: 11.1 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport

Delivery Program: 11.1.2 Implement road safety and traffic management programs and responsibilities

Summary

The proposal for road closures for Kiama Triathlon was reported to 1 August 2023 traffic committee meeting. The report was deferred to a separate electronic meeting because of the impending event date. The proponent supplied further information including a new event date of Sunday 13 October 2024. The report was then deferred to the ordinary September meeting to be resolved.

Financial implication

Nil

Risk implication

Nil

Policy

Nil

Consultation (internal)

NSW Police, Road Safety Officer, Civil Engineer

Communication/Community engagement

Event organisers, Police, Shellharbour Council

Attachments

- 1 Kiama Tri TMP 2023 v3
- 2 Event Management Plan - Kiama Tri 2023
- 3 Kiama Triathlon - TGS-KT-2023(2)
- 4 SWMS - Kiama Tri 2023(2)

Enclosures

Nil

RECOMMENDATION

That the Kiama Local Traffic Committee:

Report of RMS delegated formal items

5.1 Proposed road closure - Kiama Triathlon - Minnamurra (cont)

-
1. Supports the traffic changes and road closures of the following roads:
 - Federal Street – from Charles Avenue to Riverside Drive
 - Riverside Drive – from Swamp Road/M1 off ramp to Oxley Avenue
 - Swamp Road – from M1 off Ramp to Jamberoo Road
 2. Approves the traffic changes and road closures with the event on 13 October 2024 from 8am to 11.30 am subject to organisers complying with the following conditions:
 - A. The event organiser complies with the Traffic Management Plans shown in Attachments.
 - B. The organisers shall be responsible for the supply, erection and removal of all traffic control devices, equipment and personnel associated with the implementation of the approved Traffic Management Plan.
 - C. Lodgement with Council of an application for a Section 138 Roads Act permit and payment of associated fee.
 - D. Notification of proposed traffic changes be given to police, local emergency services, businesses and residents effected by the closure.
 - E. An advertisement be placed in the local media advising of the closure and traffic changes.
 - F. Local residents and businesses located within the area of the road closure be notified of the proposed event 4 and 2 weeks prior to the event with a letter box drop.
 - G. Access through the road closures for emergency services be available at all times.
 - H. The applicant obtain approval from Shellharbour City Council for the road closures within the Shellharbour LGA and a Road Occupancy Licence from Transport for NSW for the impacts on M1. Road event consent from NSW Police also required.
 - I. Proof of public liability insurance complying with the Australian Prudential Regulatory Authority (APRA) being provided to Council prior to the event.
 - J. The Dead Zone must be managed by ticketed experienced traffic controllers, with explicit instructions that traffic is not mixed with racing competitors. Organisers are responsible for advising competitors, via a race briefing, of their obligations to follow the rules of the Dead Zone.
 3. Agrees in principle, subject to further clarification required as to why Police are not involved, on confirmation of traffic control at all points crossing roads, and that confirmation is provided by email to the Committee.
 3. Agrees that road event consent from the NSW Police is also required.

Report of RMS delegated formal items

5.1 Proposed road closure - Kiama Triathlon - Minnamurra (cont)

Background

Note: Following the Traffic Committee's request for additional information at the meeting on Tuesday 1 August 2023, Reference 5.1, additional information has been received as outlined below:

The Kiama Triathlon event organisers have proposed a new date: Sunday 13 October 2024. Due to the event being in its first year, the organisers need some time to market the event and fill the limited numbers.

Event organiser's have advised that the dead zone and all other locations within the Traffic Management Plan will be managed by qualified traffic controllers.

Event organiser's have advised that all competitors will be briefed prior to and on the day regarding the dead zone and their obligations to follow the road rules within the set location.

The police have advised that in principle at a local level the Kiama Triathlon would be approved by police, pending further decisions on the dead zone. i.e. potential from competitor vehicle conflict.

Furthermore, Shellharbour City Council's recommendation is to conditionally approve the event for all areas within the Shellharbour LGA, subject to the below conditions and approval of the event from Kiama Council:

1. The applicant must inform all residents/businesses within or with access/frontage to any property who may be impacted by the temporary partial/full road closure, at least seven days before, and then one day before the closure via a letterbox drop.
2. The applicant must cater for the access requirements of any resident/business/organisation that will be impacted by the temporary partial/full road closure, with accredited Traffic Controllers at all times while the closure is operational.
3. The applicant must supply and erect any barriers and traffic signs necessary for the road closure as stipulated by the approved Traffic Management Plan (TMP), Traffic Guidance Scheme (TGS) and remove them at the completion of the works.
4. Council must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of Public Liability Insurance Cover to the value of \$20,000,000 shall be provided to Council prior to the event and Council must be listed as an interested party on the insurance.
5. Council must be reimbursed for the cost of repair of any damage caused to Council property as a result of the activities.
6. The applicant must inform all Emergency Services of the proposed road closures (that is NSW Police, Fire Brigade, Ambulance, State Emergency Services, and Transport for NSW).
7. Shellharbour City Council reserves the right to cancel this approval at any time.
8. Any additional conditions imposed by Kiama Municipal Council for the event.

Report of RMS delegated formal items

5.1 Proposed road closure - Kiama Triathlon - Minnamurra (cont)

Shellharbour City Council have advised that should this event be approved by Kiama Council's next Ordinary Meeting of Council, endorsement will be sought from Shellharbour City Council's Traffic Committee at a future meeting date.

KIAMA TRIATHLON

2023

SATURDAY 14TH OCTOBER 2023

TRAFFIC MANAGEMENT PLAN

Item 5.1

Attachment 1

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- PART 2 Traffic Arrangements
- PART 3 Maps
- PART 4 VMS Strategy
- PART 5 Operational Manual
- PART 6 Contact List
- PART 7 Traffic Guidance Scheme
- PART 8 Risk Assessment

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PART 1 Event Overview

TMP Event Overview

Event Name:	Kiama Triathlon
Event Date:	14th October 2023
Time:	8:00am to 4:00pm
Location:	James Oates Reserve, Minnamurra
Event Organiser:	Elite Energy
TMP Version:	Version 3
Revision Date:	31/05/2023
Document Author:	Zeah McMillan

This Traffic Management Plan reviewed by:

Kiama Municipal Council:	/ /	
Shellharbour City Council:	/ /	
NSW Police:	/ /	
Transport for NSW (if required – see below):	/ /	

Authority of the TMP

This Traffic Management Plan (TMP) when reviewed by the above relevant authorities becomes the prime document detailing the traffic and transport arrangements under which the Kiama Triathlon will proceed.

Changes to the TMP require the approval of the above relevant authorities. All functional or single agency supporting plans (if any) are to recognise the primacy of this TMP and nothing contained in those plans may contravene any aspect of the TMP.

In the case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of the TMP but will make every effort to inform the other stake holders of the nature of the incident and the Police response.

Transport for NSW (TfNSW) approval is required if the proposed event is to be held on or will impact upon a State Highway or Classified Road (see list below) or is within 100 metres of a Classified Road or any traffic signals. The applicant must also obtain a Road Occupancy Licence (ROL) from Transport for NSW (TfNSW) and must comply with all conditions of the ROL.

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Planning Contacts

Organiser	Sarah Hallam	Position:	Operations Manager
Phone:	02 4423 7775	Fax:	
Mobile:		Mobile:	0475 008 153
Address:	15 Haigh Ave Nowra NSW 2541		
E-mail:	sarah@eliteenergy.com.au		

Kiama Municipal Council	Nathan Zaremski	Position:	Civil Engineer
Phone:	02 4232 0474	Fax:	
Mobile:		Mobile:	
Address:	11 Manning St Kiama NSW 2533		
E-mail:	nathan.zaremski@kiama.nsw.gov.au		

Kiama Municipal Council	Cheyne Dick-Lenehan	Position:	Local Traffic Committee
Phone:	02 4232 0444	Fax:	
Mobile:		Mobile:	
Address:	11 Manning St Kiama NSW 2533		
E-mail:	cheyne.dick-lenehan@kiama.nsw.gov.au		

Shellharbour City Council	Wayne Wilson	Position:	Senior Transport Engineer
Phone:	02 4221 6111	Fax:	
Mobile:		Mobile:	0448 243 858
Address:	76 Cygnet Avenue Shellharbour City Centre NSW		
E-mail:	Wayne.wilson@shellharbour.nsw.gov.au		

NSW Police	Lake Illawarra Police	Position:	
Phone:	02 4232 5331	Fax:	
Mobile:		Mobile:	
Address:	6 Pioneer Drive Oak Flats NSW 2529		
E-mail:	gray1cra@police.nsw.gov.au		

Transport for NSW	Raymond Sawyer	Position:	Special Events Coordinator
Phone:	02 4221 2467	Fax:	
Mobile:		Mobile:	0447 210 083
Address:	2 Locomotive Street, Eveleigh NSW 2015		
E-mail:	Raymond.Sawyer@rms.nsw.gov.au		

Mission

This document – Traffic Management Plan (TMP) aims to provide a plan for vehicular traffic and pedestrian control measures to assist in delivering safe logistical support of Kiama Triathlon event planned to take place at James Oates Reserve, Minnamurra on Saturday 14th October 2023. The underlining objective is to minimise safety conflicts between vehicles and pedestrians and disruption to normal vehicular and pedestrian traffic on all approaches to James Oates Reserve.

The objectives of this TMP are:

- To provide a high-level description of the various traffic management elements needed to make the event a success
- Ensure effective separation between event patrons and participants from vehicular traffic.
- To provide a framework for each agency to use to develop their own lower-level plans.
- To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.
- Minimise impact on non-event community and emergency services.

Situation Analysis

On Saturday 14th October 2023, we are holding the Kiama Triathlon event held at James Oates Reserve, Minnamurra, that will require altered traffic arrangements.

The Kiama Triathlon, to be held on Saturday 14th October 2023, will include a Standard Triathlon, Aquabike, and Sprint Triathlon. We are expecting 400 athletes to attend and approximately 100 spectators to the event.

The event will be conducted by Elite Energy Pty Ltd and approved, sanctioned & insured by the national governing body, Triathlon Australia. All athletes MUST abide by the current rules & regulations of Triathlon Australia endorsed by the International Triathlon Union (ITU).

Traffic Control measures included in this document are a result of consultation undertaken by Elite Energy, Kiama Municipal Council, Shellharbour City Council, NSW Police & TfNSW (if required).

EVENT and COURSE DESCRIPTIONS

Transition Area, Finish Chute, and Finish Line

The events will start on the beach on the Minnamurra River, next to James Oates Reserve off Charles Avenue, with the transition area for the events set up in the reserve. The finish chute and finish arch for the events will also be located within the reserve.

Saturday 14th October 2023

Standard Triathlon & Aquabike - 8:00am – 12:00pm

The Olympic Distance Triathlon will consist of a 1.5km swim, 40km bike leg which will head out along Federal Street, turning south along Riverside Drive, before heading north on the same road and west to Swamp Rd, with the turn located near the Jamberoo Road intersection. The Standard riders will then return to Riverside Drive to start their second lap, following the same course, before heading back to the event site via Federal Street. This is followed by a 10km run leg on the footpath south towards the turn located near Cathedral Rocks. Standard consists of two laps of the run course with runners returning to finish at the event site at James Oates Reserve. (See course map for details).

The Aquabike will consist of a 1.5km swim, 40km bike leg which sees riders complete the above course.

Sprint Triathlon - 09:15am – 11.30am

The Sprint Triathlon event will consist of a 750m swim, 20km bike leg which follows the same course as the Standard, with 1 lap only. Sprint is finished with a 5km run leg, completing one lap of the Standard run course, as above. (See course map for details).

TRAFFIC ARRANGEMENTS

Traffic control measures include simple hard and soft road closures, use of traffic control devices (traffic signs) to warn motorists of the changes in traffic conditions. It is noted that per NSW Workplace Health & Safety (WHS) law the Event Organiser – Elite Energy, bear individual and shared risks related to the safety of event patrons and motorists. Elite Energy is identified as being responsible for event related safety risks which are associated with non-transferable WHS statute-posed obligations and Common Law Duty of Care provisions. In this context, Elite Energy should continue to actively consult and take all reasonable measures to practically exercise their duty of care obligations.

Risk Assessment

Part 8 of this document includes the completed risk assessment for the event.

Execution

General Outline

The event requires highly coordinated efforts from a number of agencies:

Elite Energy

- Co-ordinates the logistics for holding the event, Venue Management / Event Production / Stage Management / Marshalling / Programming
- Arranges advertising for road closure locations, times, other traffic disruptions
- Prepares the Traffic Management Plan
- Provides traffic information signposting as identified in the TMP and associated Traffic Guidance Scheme (TGS).
- Provides resources and traffic management infrastructure for traffic control and road closures as identified in the TMP.
- Monitors traffic on all roads approaching James Oates Reserve to minimise traffic congestion on the day.

NSW Police

- May provide resources in the case of emergencies, or for the management of incidents.

Physical Survey of Route

Survey of Route

Item	Verified <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Action Taken
All one-way streets are as described	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A
Block access to Church on Sunday	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block access to local businesses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block Ambulance access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block fire station access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block heavy vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block hospital access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block local resident access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block Police vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Block Public facility (football oval, carpark etc)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Event site/transition
Block public transport access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Distance measured is correct	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Lane widths	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Local access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Numbers of lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No	Not Applicable to traffic
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Road Closures

Part 2 (Traffic Arrangements) of this document provides details of proposed road closures during the event.

Maps showing road closures are in Part 3 (Maps) of this document.

Contingency Plans

This section of the Traffic Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Contingency Plan checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Lightening, hail, etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Poor Lighting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Absence of traffic signs crew	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Slow participants	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Security of participants	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
Dual purpose bridge	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan
COVID-19	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached Contingency Plan

A Risk Management approach shall be an integral part of the planning for Kiama Triathlon. The risk, identification, assessment and control process is a legal obligation (as per the NSW Workplace Health and Safety Act and Regulation) and should be compliant with AS/NZS ISO 31000:2018. The event organiser is responsible for the management of risks arising from Kiama Triathlon.

It shall be noted that Traffic Management Plan (TMP) and particularly Traffic Guidance Scheme (TGS) are seen as risk control measures, but alone they cannot substitute and AS/NZS ISO 31000:2018 – compliant and detailed event Risk Assessment.

Barricade Locations and Road Closure Times

See Separate Traffic Guidance Scheme and Special Event Traffic Arrangements in Part 2 Traffic Arrangements

Traffic Control

- All traffic control including the placement and removal of barricades and/or regulation of traffic is to be carried out in accordance with the requirements of the approved Traffic Guidance Scheme and is to be undertaken by either Police or Traffic Controllers appropriately trained in accordance with the requirements of AS1742.3 and giving consideration to the TfNSW's Traffic Control at Worksites Manual.
- Consistent with the requirements of the WH&S regulations; in determining the appropriate resourcing for the event including placement of traffic controllers in accordance with the approved Traffic Guidance Scheme, the event controller (or traffic control supervisor) must consider a traffic controllers age, experience and level of competence to complete any tasks assigned as well as ensure the extent of information, instruction and training provided to all traffic control resources is appropriate to complete their tasks safely.

Media

There will be publicity about the event with our associated supporters and partners.

On-road Event Infrastructure

Ambulances

Emergency access lanes have been provided to allow emergency access to road closures areas.

Medical

There are medical personnel onsite and mobile for the duration of the event.

Port-A-Loos

There will be port-a-loos located at the event site.

Cleaning/removal/disposal

There will be wheelie bins and skips positioned at various locations at Guidance Scheme. During the event there will be staff servicing the area.

Barricades

Road closure barriers will be installed by Accredited Traffic Controllers.

Public Transport Management

Competitors and spectators are being encouraged to utilise public transport, given the close proximity of Minnamurra Station and catch the train to reduce the number of vehicles requiring parking. Competitors will be offered 'EE dollars', to be used towards future events, when they provide us with a copy of their train ticket to and from the event.

Volunteers and Event Marshals

Volunteers and event marshals are given verbal induction on arrival, provided with Hi-Vis vests and contacts of event and medical staff. Volunteers and event marshals are placed on the course by the staff member in charge with specific instructions on what their role involves in their position. Communications between volunteers and staff will be done throughout the day via mobile phone for breaks and any other issues.

Event Signage

Advanced notification and event signage per legislative requirements will be placed at key entry points to the affected area. A letterbox notification to all affected residents and businesses will be carried out.

Variable Message Signs

Part 4 of this document details the VMS Strategy that will be deployed to inform motorists of changed traffic conditions.

Access – Local Residents, Businesses, Emergency vehicles

Local Resident and Business Access

Residents and businesses in and around Minnamurra, Dunmore and Kiama Downs will receive a letterbox drop notice with a minimum 21 days' notice, with road closures and alternate routes outlined. All access for residents will be maintained throughout the day when it is safe to do so. The notice will also advise residents of the alternate parking locations for eventgoers and note that they are discouraged from parking on residential streets and a request will be made to the council regarding extra rangers to attend the area throughout the day.

Access to Kiama Golf Club, Minnamurra Café and the tennis courts located on James Oates Reserve will still be easily accessed by resident throughout the day.

A dedicated 'deadzone' will be located on Federal St and Charles Ave – see Part 2 – Traffic Arrangements for further details.

Emergency Vehicle Access

The road closures allow for emergency vehicle access. NSW Ambulance, Police and Fire Brigade will be informed of changed conditions by Elite Energy.

Boat Ramp Access

There will be unrestricted access to Trevethan Reserve Boat ramp and James Oates Reserve boat ramp until the road closures are in place at 8:00am and again after the roads are re-opened at 11:30am.

Access to both boat ramp's during the road closure times will be under the direction of traffic control.

Notifications will be placed at each location 14 days prior to the event, in accordance with the event aquatic licence conditions.

Parking

All athletes will be directed to park at the following locations:

- Minnamurra Whale Watching Platform carpark off Eureka Ave, with a parking marshall managing this area throughout the day
- Jones Beach carpark located on North Kiama Drive, which holds approximately 90 parking spots
- Kiama Golf Club overflow parking (to be confirmed closer to the event date)

Other Considerations

Television

Television crew may be present on the day but will have zero impacts on roads as they will be located at the event site. Further information will be provided in the event that a television crew attends the event.

Major Hotels and Other Businesses

All hotels, businesses and caravan parks will be informed of our event with no impact on these.

Attachments

- COC
- TGS
- SWMS
- CONTINGENCY PLAN
- APPLICATION FOR ROAD & FOOTPATH OCCUPATION PERMIT
- POLICE NOTICE
- LETTER TO THE COMMISSIONER
- ROL

PART 2 Traffic Arrangements

SPECIAL EVENT TRAFFIC ARRANGEMENTS

Road Closures

The following road closures (emergency & official vehicles exempt and limited local resident access only) are requested for Saturday 14th October 2023 for the safety of competitors and the general public during the running of the triathlon events:

1. **Federal St - from Charles Ave to Riverside Dve** - 8:00am – 11:30am
2. **Riverside Dve - from Swamp Rd/M1 Princes Hwy to Oxley Ave** (inc Riverside Drive exit ramp from M1 Princes Hwy) - 8:00am – 11:30am
3. **Swamp Rd - from Riverside Dve to Jamberoo Rd** - 8:00am – 11:30am

Detours on the following roads will be in place from 8am (as per TGS-KT-2023) for access to Minnamurra/Kiama Downs:

- Rangoon Rd, between Charles Ave and Austin Ave
- Austin Ave, between Rangoon Rd and Federal St
- Federal St, between Charles Ave and Austin Ave
- Charles Ave, between Federal St and Eureka Ave
- Eureka Ave/Oxley Ave, between Charles Ave and Riverside Drive
- Riverside Drive, between Oxley Ave and Quarryman Rd/M1 Princes Hwy
- M1 Princes Hwy (southbound) only, between Riverside Drive exit ramp (North) and Riverside Drive exit ramp (South)/Quarryman Rd

Bike Deadzone

There will be a bike 'deadzone' located on Federal St and Charles Ave, measuring at approximately 1800m². The deadzone will be marked by timing mats and signage.

Competitors will be directed to give way to any vehicles within this area.

Federal Street will be closed to vehicles from Riverside Drive through to Charles Avenue.

The deadzone area is marked in the TGS – TGS-KT-2023 Plan 2.

PART 3 Maps

Course Maps



PART 4 VMS Strategy




Static Sign Placement



PART 5 Operational Manual

Event Schedule



Start	Friday 13th OCTOBER 2023	Location
4:00pm	Registration Opens all Events	Kiama Golf Club
6:00pm	Registration Closes all Events	Kiama Golf Club
Start	Saturday 14th OCTOBER 2023	Location
6:00am	Health and Lifestyles Expo	James Oates Reserve
6:00am	Registration / Transition Opens - Standard & Aquathon Triathlon	James Oates Reserve
7:00am	Registration / Transition Opens - Sprint Distance Triathlon	James Oates Reserve
7:30am	Registration / Transition Closes - Standard & Aquathon Triathlon	James Oates Reserve
7:45am	Race Briefing - Standard & Aquathon Triathlon	Transition Area, James Oates Reserve
8:00am	RACE START, STANDARD & AQUATHON TRIATHLON	Race Start, Boat Ramp
8:45am	Registration / Transition Closes - Sprint Distance Triathlon	James Oates Reserve
9:00am	Race Briefing, Sprint Distance Triathlon	Transition Area, James Oates Reserve
9:15am	RACE START- SPRINT DISTANCE TRIATHLON	Race Start, Boat Ramp
5:00pm	PRESENTATION - ALL EVENTS	Kiama Golf Club

Item 5.1

Attachment 1

PART 6 Contact List

KIAMA TRIATHLON				
NAME	ACTING FOR	TELEPHONE	MOBILE	EMAIL
Sarah Hallam	Operations Manager, Elite Energy	02 4423 7775	0475 008 153	sarah@eliteenergy.com.au
Zeah McMillan	Traffic Manager, Elite Energy	02 4423 7775	0412 722 209	zeah@eliteenergy.com.au
Irene O'Brien	Volunteer Manager Elite Energy	02 4423 7775	0407 221 510	volunteer@eliteenergy.com.au
Christie McIvride	Media Liaison	02 4423 7775	0425 242 405	christie@eliteenergy.com.au

PART 7 Traffic Guidance Scheme
See attached TGS-KT-2023

Item 5.1

Attachment 1

PART 8 Risk Assessment

See attached SWMS

Item 5.1

Attachment 1

EVENT MANAGEMENT PLAN



KIAMA TRIATHLON FESTIVAL 2023

PRODUCED BY



Elite Energy Pty Ltd 15 Haigh Ave Nowra NSW 2541 ph: 4423 7775

ORGANISER INFORMATION:

Contact person: Sarah Hallam - Operations – Elite Energy Pty Ltd, on behalf of:

Mark Emerton, CEO Elite Energy.
15 Haigh Ave
Nowra NSW 2541

Ph: 4423 7775
Fax: 4422 9000
Mobile: 0475 008 153
Email: sarah@eliteenergy.com.au

Elite Energy is a commercial, incorporated and for-profit organisation.
Elite Energy is responsible for the total management and conduct of the event.

Elite Energy's CEO, Mark Emerton, has had experience in the following:
Sydney 2000 Olympic Games Logistics Manager
Triathlon
Marathon
Race Walks
Road Cycling
Australian & Oceania Long Course Triathlon Championships 2006 to 2010
Logistics Manager Energy Australia World Cup Triathlon 2000
Re-birth of Forster Triathlon & Multi-Sport Festival 2009
Weetbix Kids TRYathlon 2008 - The largest kid's participation event (of any sport) in the Southern Hemisphere
IRONMAN Australia Triathlon – Logistics Manager 2002/03
Produced over 17 Australian Triathlon Championships
Produced over 22 State Triathlon Championships
Produced the 1st Defence Force Triathlon Championships 1996
Husky Long Course Triathlon Festival from 2006- present
Producing at least 6 sporting events in the Shoalhaven city council region in 2013-14 season

EVENT DETAILS:

Name of Event: Kiama Triathlon Festival 2023

Date of Event: 14th October

Set up and pack up dates: Friday 13th October 2023

Pack down dates: 14th / 16th October 2023

Races:

Standard – swim 2km / bike 40km / run 10km – 200 Competitors

Sprint – swim 750m / bike 20km / run 5km – 200 Competitors

The event is capped at 400 competitors and is expected to attract approximately 100 spectators throughout the event

LOCATIONS

The swim course is located at Minnamurra River. The transition area is located in James Oates Reserve.

The cycle leg for the Standard, Sprint and takes athletes out on Federal St and out to Riverside Dr to a turnaround point and up to Swamp Rd to a turnaround point.

The run course takes in a combination of trails and footpaths heading out towards Kiama Downs and back.

The finish line is located at James Oates Reserve.

This is not a charity event, however there is fundraising for local sporting and community groups through volunteering at our event.

The event is capped at 400 competitors and is expected to attract approximately 100 spectators throughout the event

PROPOSED VENUE LOCATIONS OF EVENT AND TIMES FACILITIES REQUIRED

PARK: James Oates Reserve.

Hours of Operation:

- Friday 13th October 2023: 8:00am – 6:00pm (set up)
- Saturday 14th October 2023: 5:30am – 5:30pm (running of the event and pack down)
- Monday 16th October 2023: 8:00am-5:00pm (equipment hire collection by contractors)

Calendar of Events:

We would like our event placed on the Council's Calendar of events located on the council website. Please contact Christie McIlvride on (02) 4423 7775.

Event insurance Information:

Event insurance will be provided by Triathlon Australia, more details and a copy of the Certificate of Currency will be sent when received.

Risk Assessment:

Please see attached risk assessment.

Site Map:

Please see attached site map.

PUBLIC SAFETY INFORMATION:

Police – have been informed, and the police approval will be forwarded to the council as soon as it is received.

Security – There will be overnight security provided, and security during the day will be provided by Elite Energy Staff.

Medical – Get First Aid will be the medical providers for the event

Emergency Access – Emergency Access is available via Quay Street Callala Beach.

There will be no fireworks, Amusement Rides, Animals or Loud Noises at the event.

MERCHANDISING, FOOD AND BEVERAGE INFORMATION:

Stall Holders:

Minnamurra Womens Auxillary

No alcohol will be sold or consumed at this event.

OPERATIONS INFORMATION:

Traffic – Our event will be on a public road and will be outlined in the Traffic Management Plan and Traffic Guidance Scheme. Competitors and spectators are being encouraged to utilise public transport, given the close proximity of Minnamurra Station and catch the train to reduce the number of vehicles requiring parking. Competitors will be offered 'EE dollars', to be used towards future events, when they provide us with a copy of their train ticket to and from the event. Elite Energy will provide barricades and traffic control services.

Access for residences and businesses contained within the affected area - Residents and businesses in and around Minnamurra, Dunmore and Kiama Downs will receive a letterbox drop notice with a minimum 21 days' notice, with road closures and alternate routes outlined. All access for residents will be maintained throughout the day when it is safe to do so. The notice will also advise residents of the alternate parking locations for event-goers, and note that they are discouraged from parking on residential streets and a request will be made to the council regarding extra rangers to attend the area throughout the day.

Waste - We will provide extra garbage bins/recycling bins, as well as skip bins, numbers to be confirmed closer to the event. We will endeavour to leave the park in the same condition as we found it.

Waste management will be provided by Elite Energy Staff, and additional bins will be provided by Cleanaway.

We will provide at least 1 x 4.5m skip bin, plus at least 6 x 240l rubbish and 6 x 240l recycling bins. We have an "environmental director" who is responsible for emptying the 240l bins into the skip bin/s during the event, and after the event, EE staff will scour the entire park for rubbish and remove it.

Toilets – Port-a-loos will be hired for the Kiama Triathlon Festival event. 4 x Port-a-loos will be placed near the existing toilet block.

Final numbers will be decided closer to the event when we have a better idea of competitor numbers.

Noise/Amplified Music/Use of Music:

We are having music onsite, as well as a public address system for commentating and competitor information.

Power/Lighting:

We will be using power for our timing system and sound system requirements, as well as to be able to run a light in the registration tent for registration. Power will be accessed from a local resident, with prior approval.

Sustainability:

One of the major sustainability measures that we are implementing is that of using paper cups instead of plastic cups. Cups are our main waste that occurs at our event. We are using recycle bins to recycle these paper cups, as well as to recycle cardboard boxes which are another contributor to the waste generated by the event.


On course, we are encouraging the athletes to drop any gel or bar wrappers at the aid stations positioned throughout the event. Penalties are applied to athletes who are seen littering during the event.

Economic Impact:

With the anticipated numbers of competitors coming from out of area (approx. 300 of the capped 400 competitors) each will stay an estimated 2.5 nights. They will also be shopping locally and visiting local cafes and restaurants as well as other tourist hot spots that Kiama, Minnamurra and Gerringong have to offer.

Elite Energy are holding Friday night's event registration and Saturday night's event presentation at the Kiama Golf Club encouraging participants to stay for a meal with family.

Event Schedule:



Start	Friday 13th OCTOBER 2023	Location
4:00pm	Registration Opens all Events	Kiama Golf Club
6:00pm	Registration Closes all Events	Kiama Golf Club
Start	Saturday 14th OCTOBER 2023	Location
6.00am	Health and Lifestyles Expo	James Oates Reserve
6:00am	Registration / Transition Opens - Standard & Aquathon Triathlon	James Oates Reserve
7.00am	Registration / Transition Opens - Sprint Distance Triathlon	James Oates Reserve
7:30am	Registration / Transition Closes - Standard & Aquathon Triathlon	James Oates Reserve
7.45am	Race Briefing - Standard & Aquathon Triathlon	Transition Area, James Oates Reserve
8.00am	RACE START, STANDARD & AQUATHON TRIATHLON	Race Start, Boat Ramp
8:45am	Registration / Transition Closes - Sprint Distance Triathlon	James Oates Reserve
9.00am	Race Briefing, Sprint Distance Triathlon	Transition Area, James Oates Reserve
9.15am	RACE START- SPRINT DISTANCE TRIATHLON	Race Start, Boat Ramp
5.00pm	PRESENTATION - ALL EVENTS	Kiama Golf Club

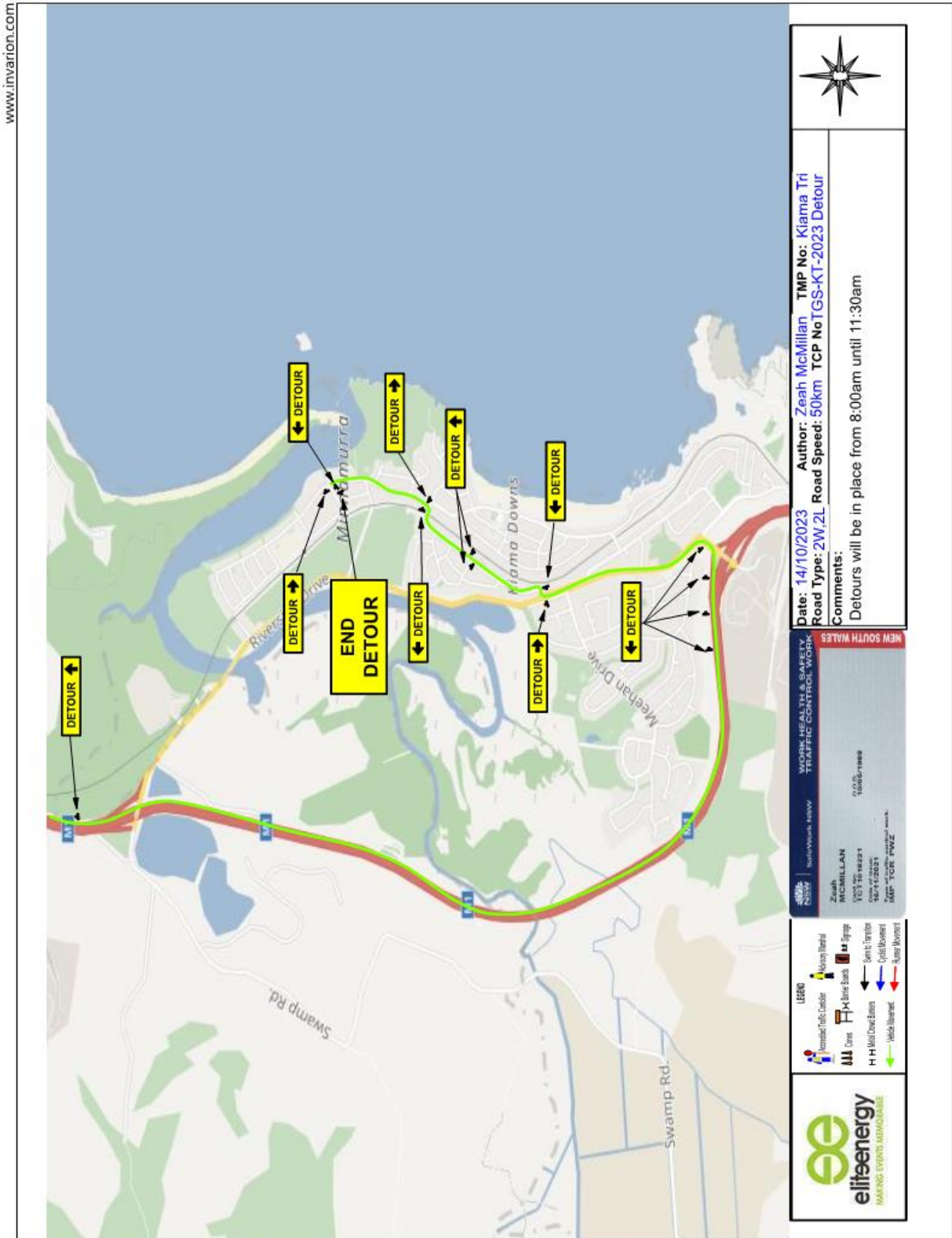
www.invarion.com

KIAMA TRIATHLON

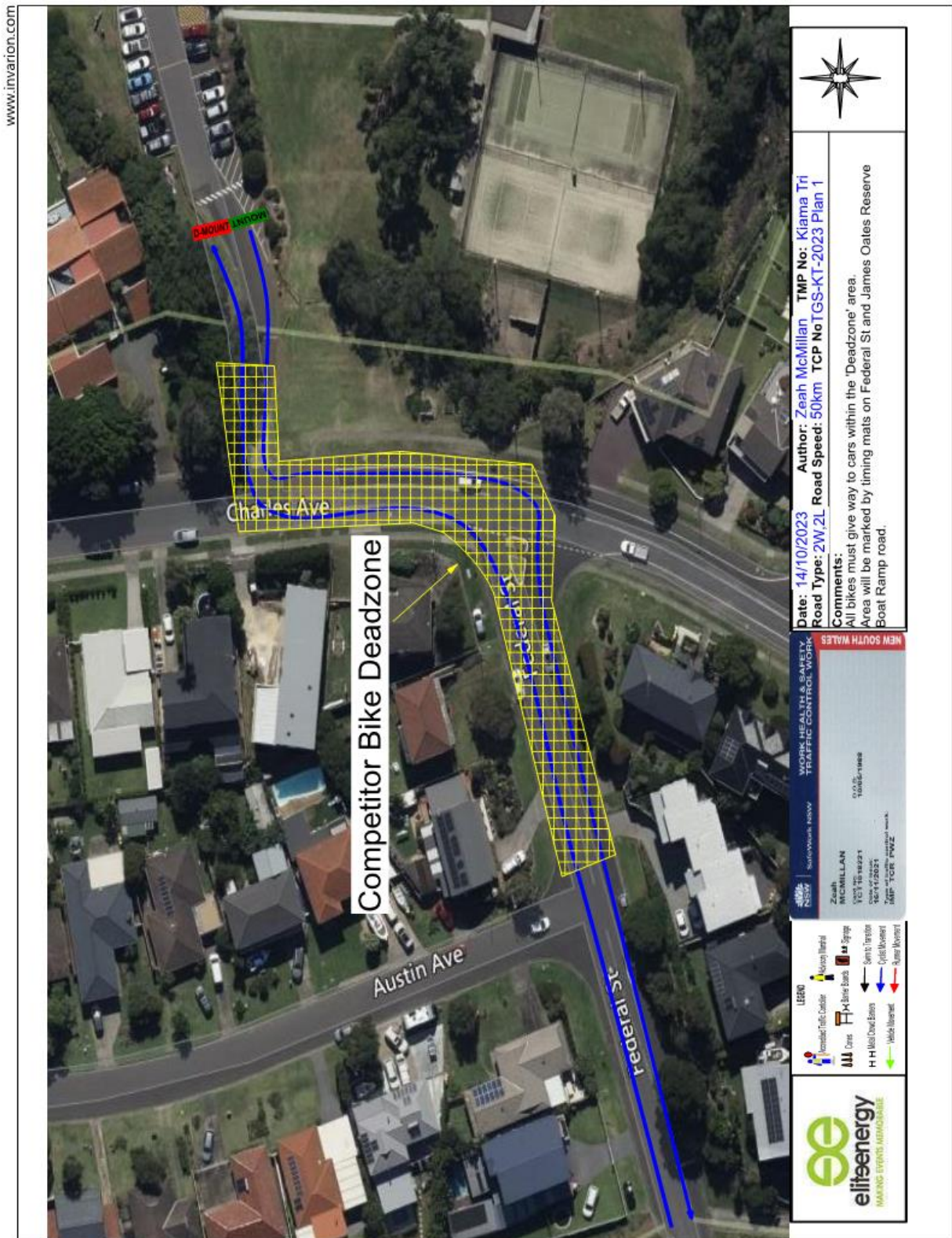
14th October 2023

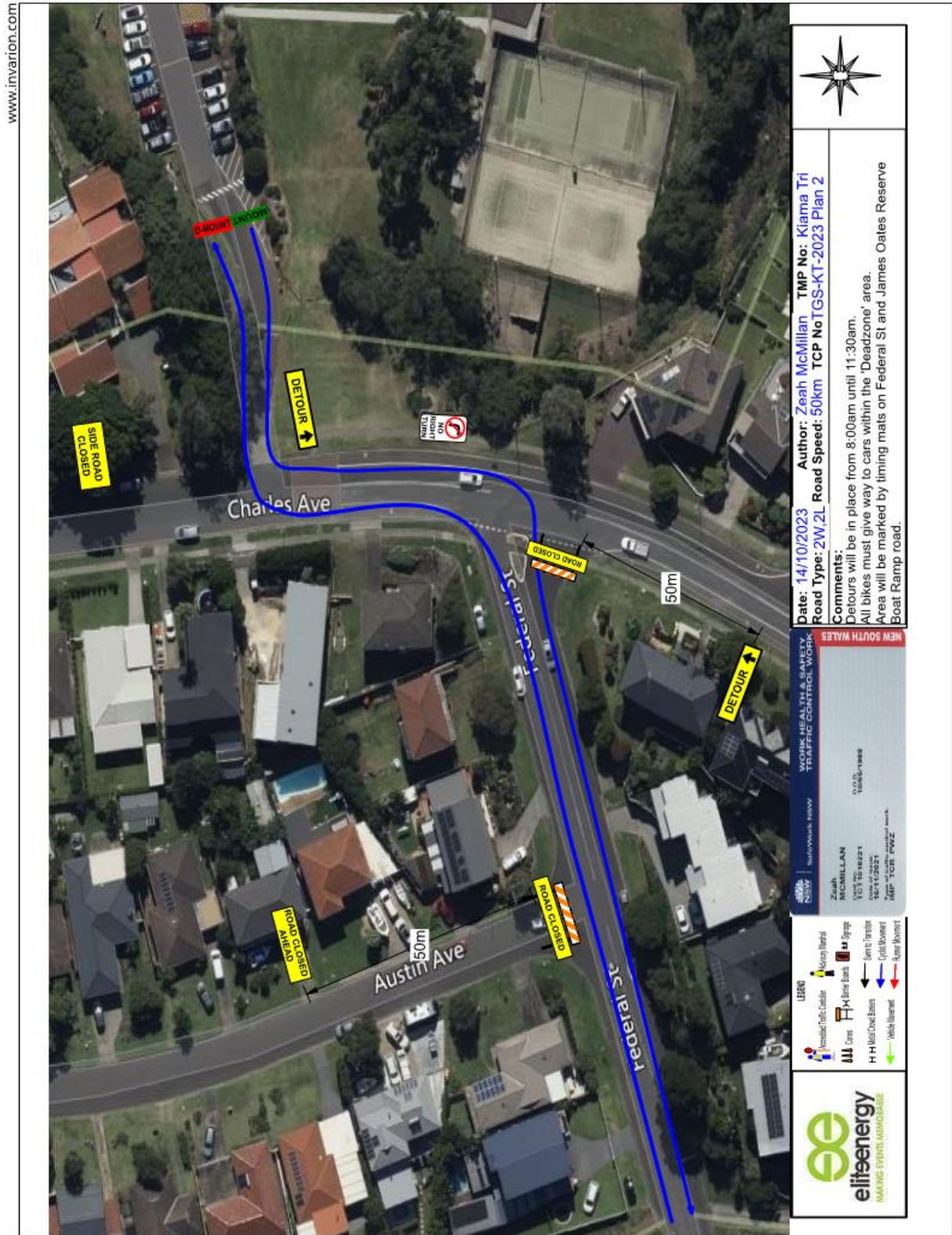
TGS-KT-2023 (PLANS 1 - 21)

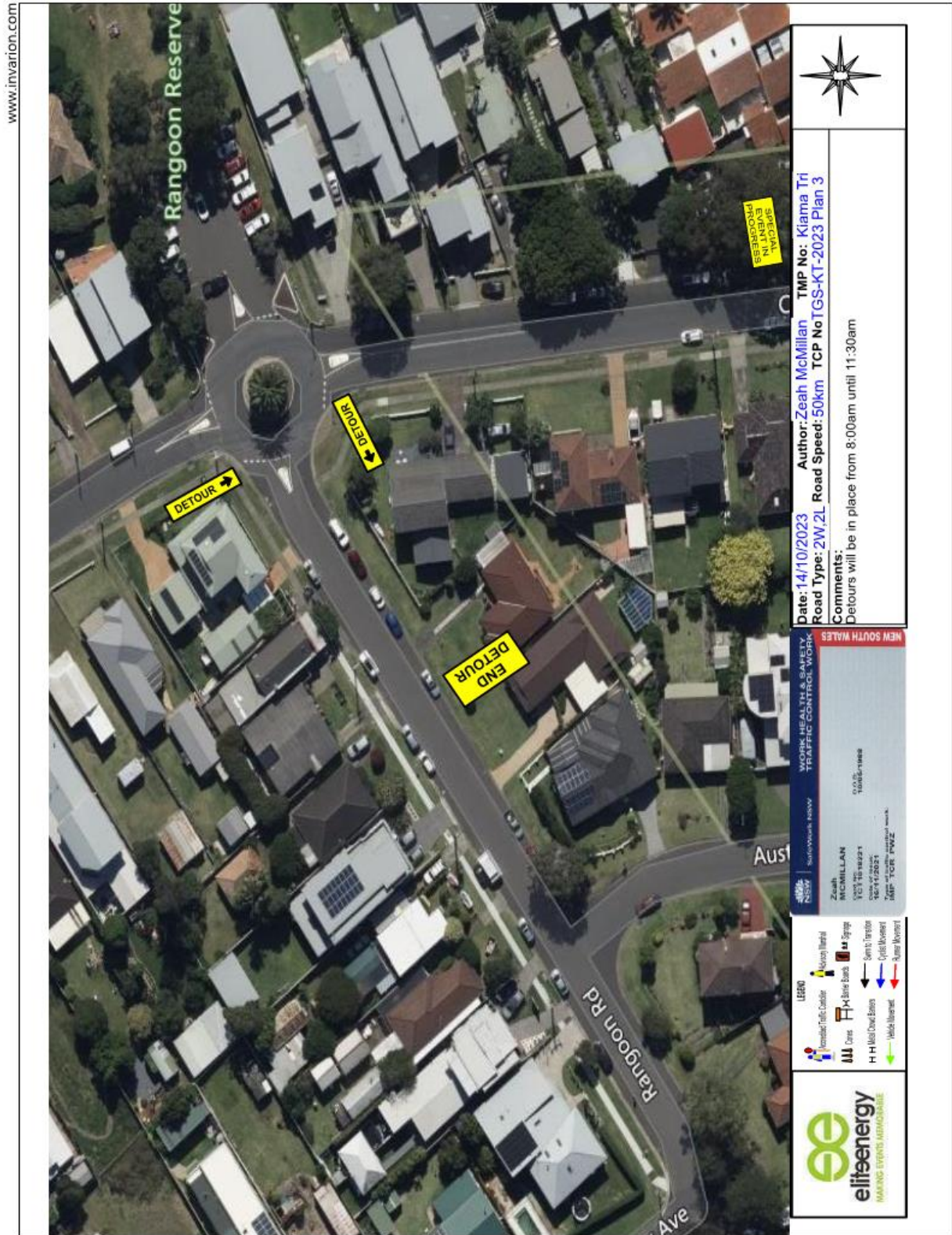
TRAFFIC GUIDANCE SCHEME

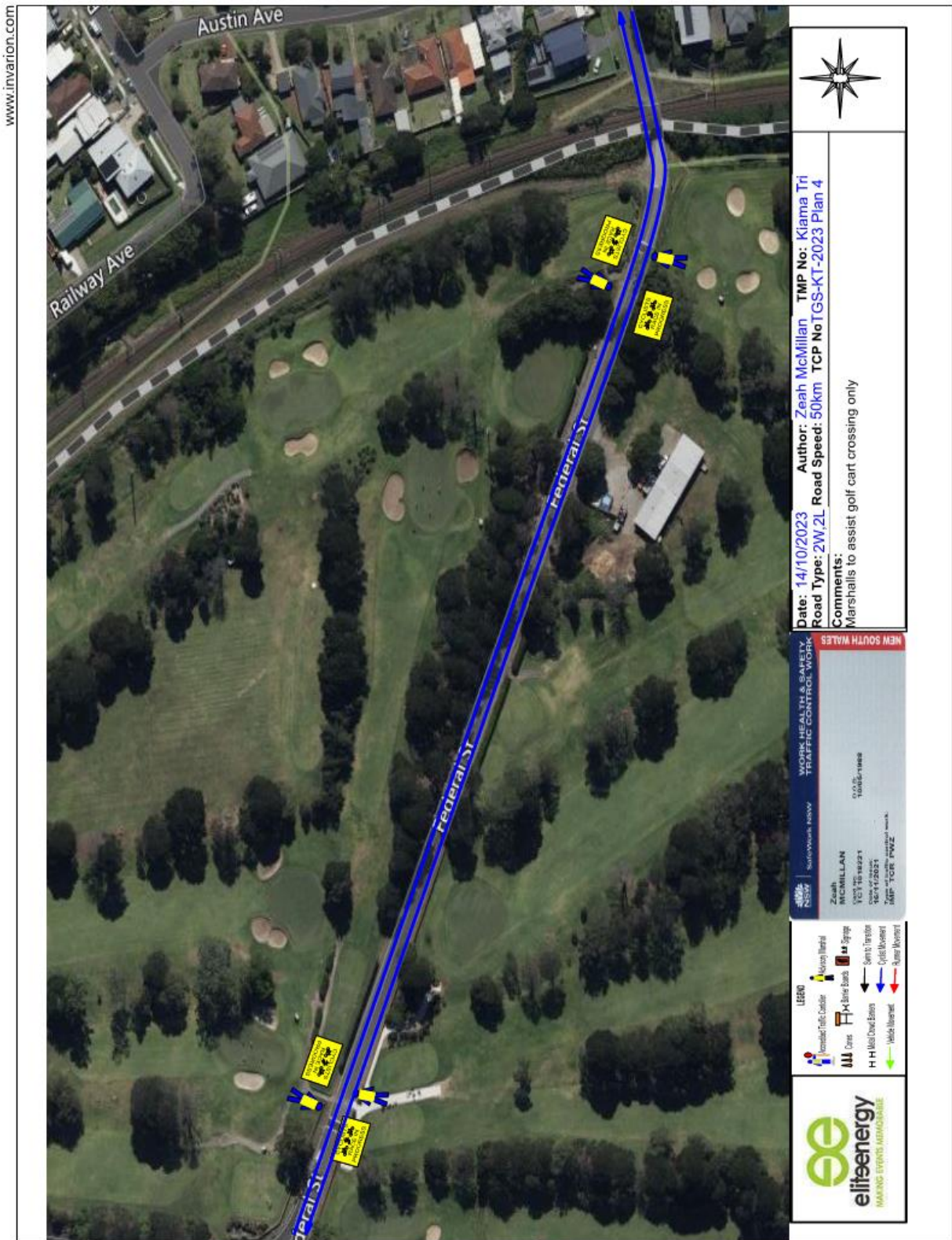


www.invarion.com

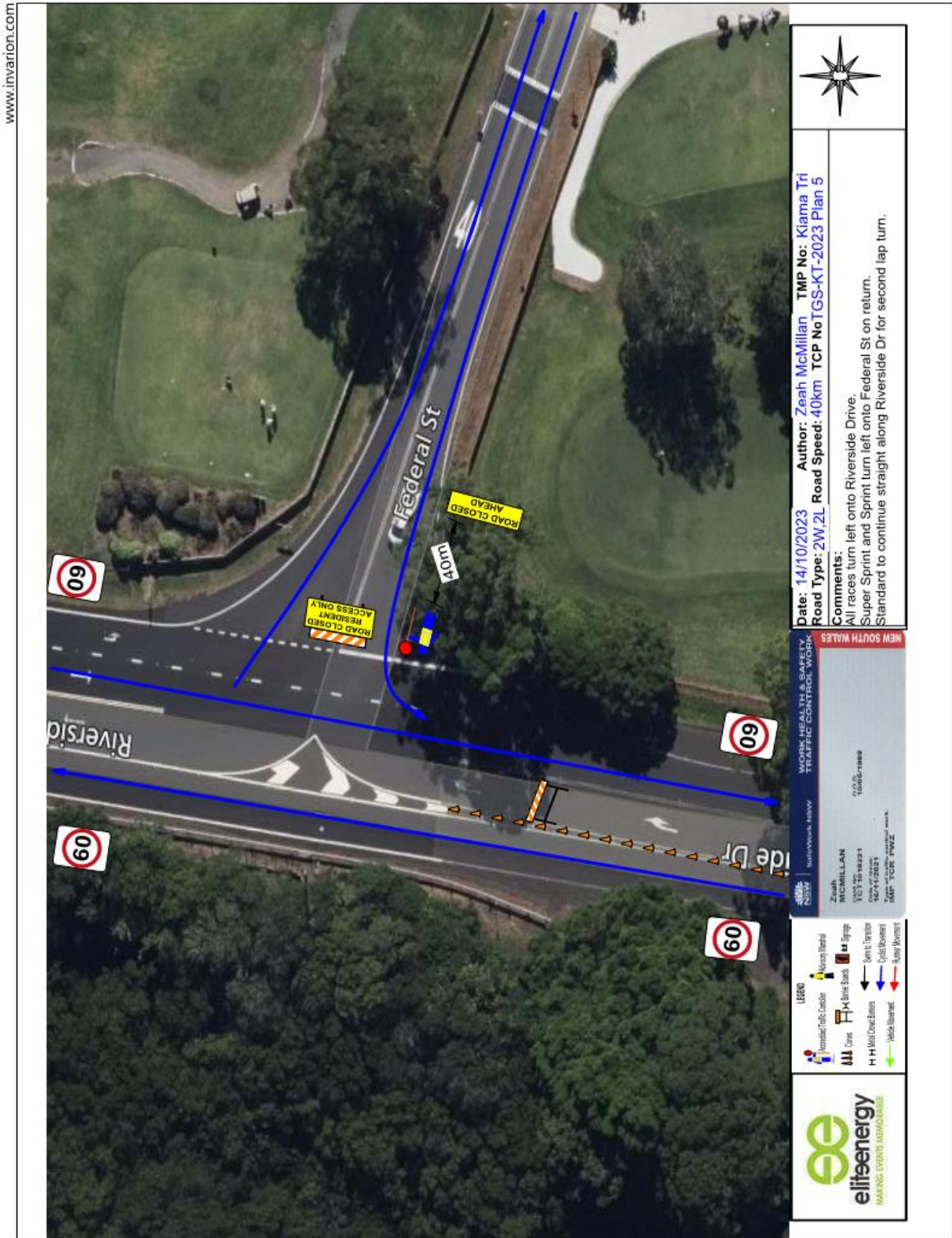








Attachment 3 Item 5.1



www.invarion.com

Date: 14/10/2023 Author: Zeeah McMillan TMP No: Kiama Tri
Road Type: 2W,2L Road Speed: 80km TCP No TGS-KT-2023 Plan 6

Comments:

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

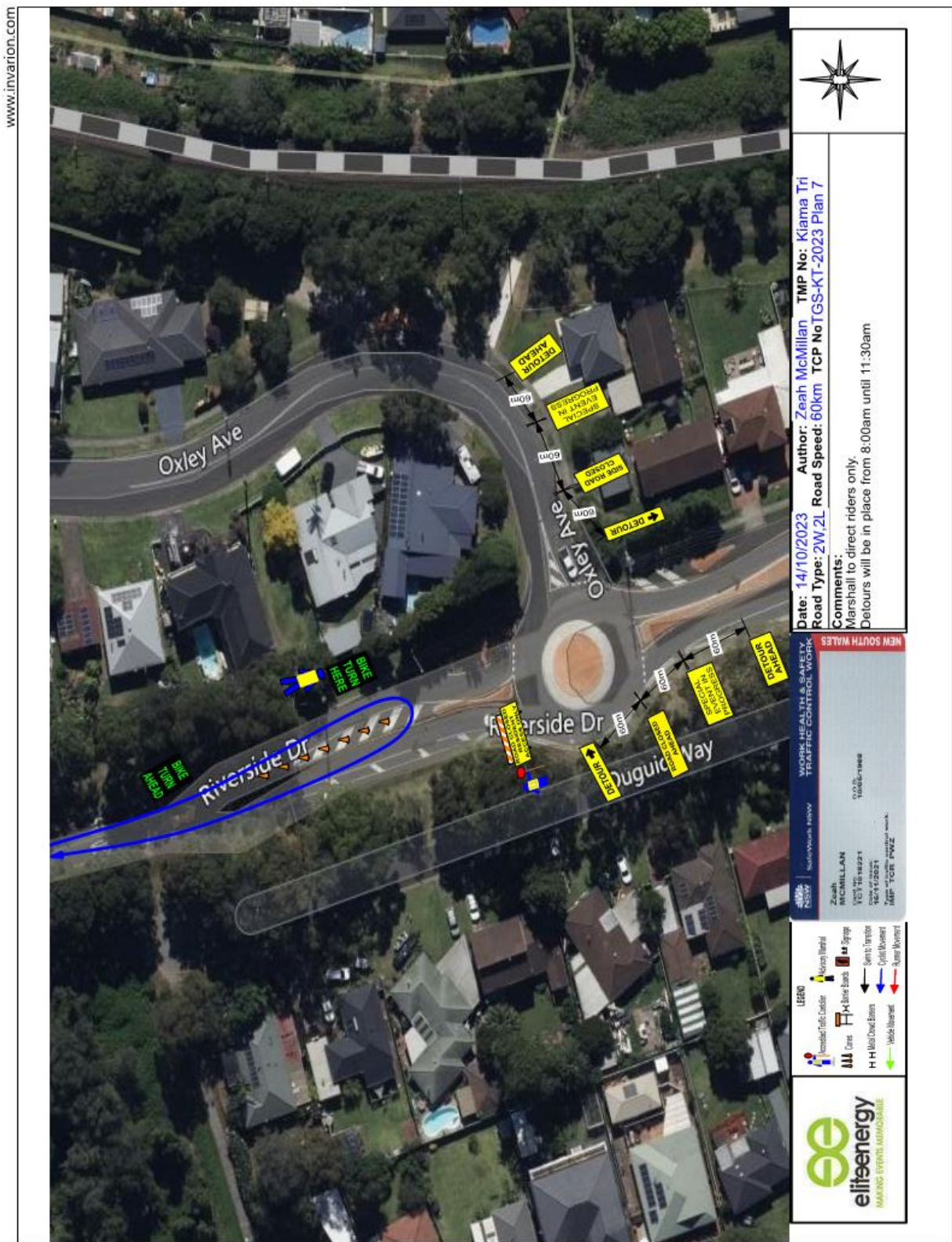
Zeeah
MCMILLAN
FOY 78 84 271
16/08/1984
19/08/2021
19/08/2021
19/08/2021

LEGEND

- Temporary Traffic Control
- Barricade
- Traffic Direction
- Lane Closure
- Lane Reopening
- Closure
- Hatched Area
- Hatched Area
- Hatched Area
- Hatched Area
- Hatched Area

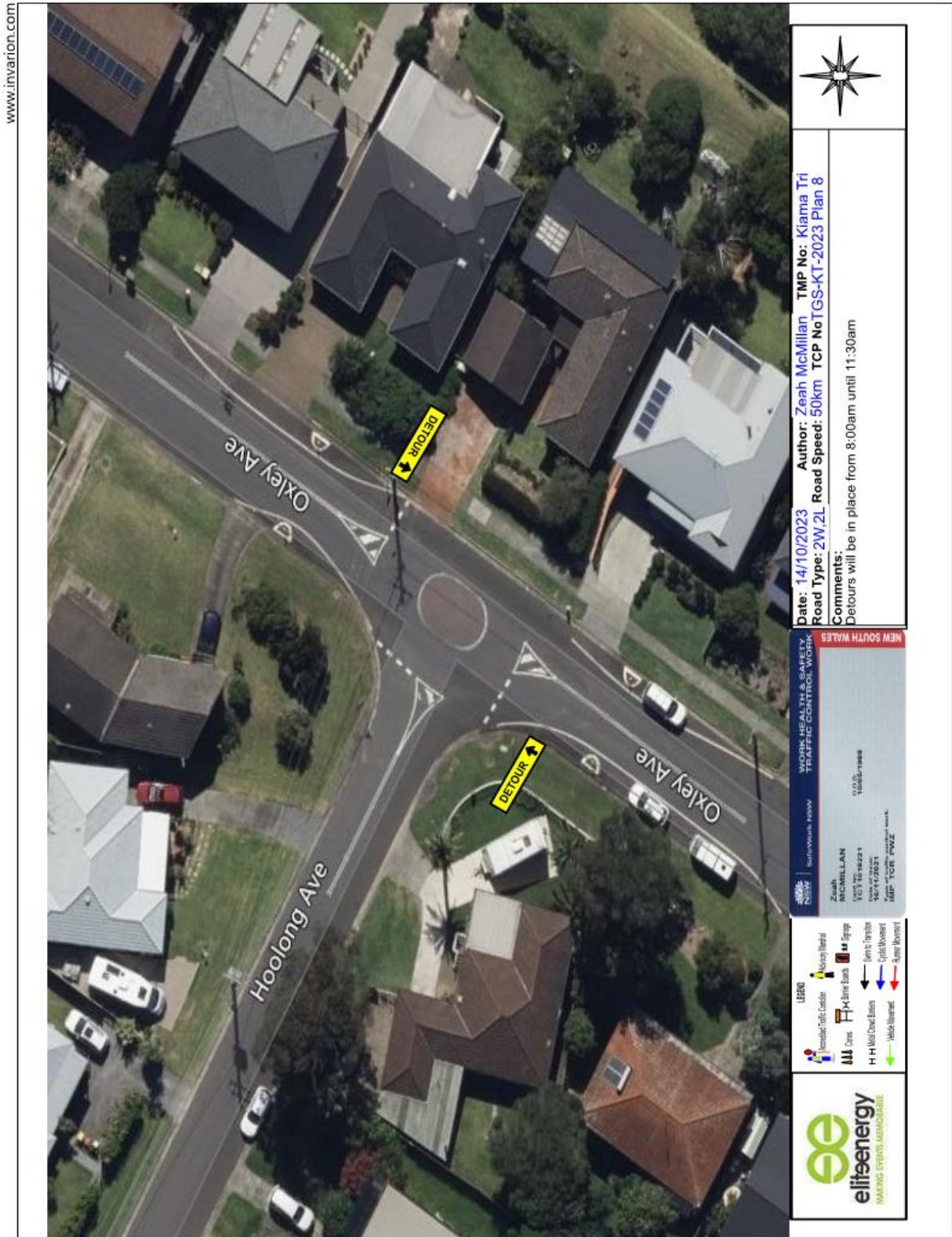
Attachment 3 Item 5.1

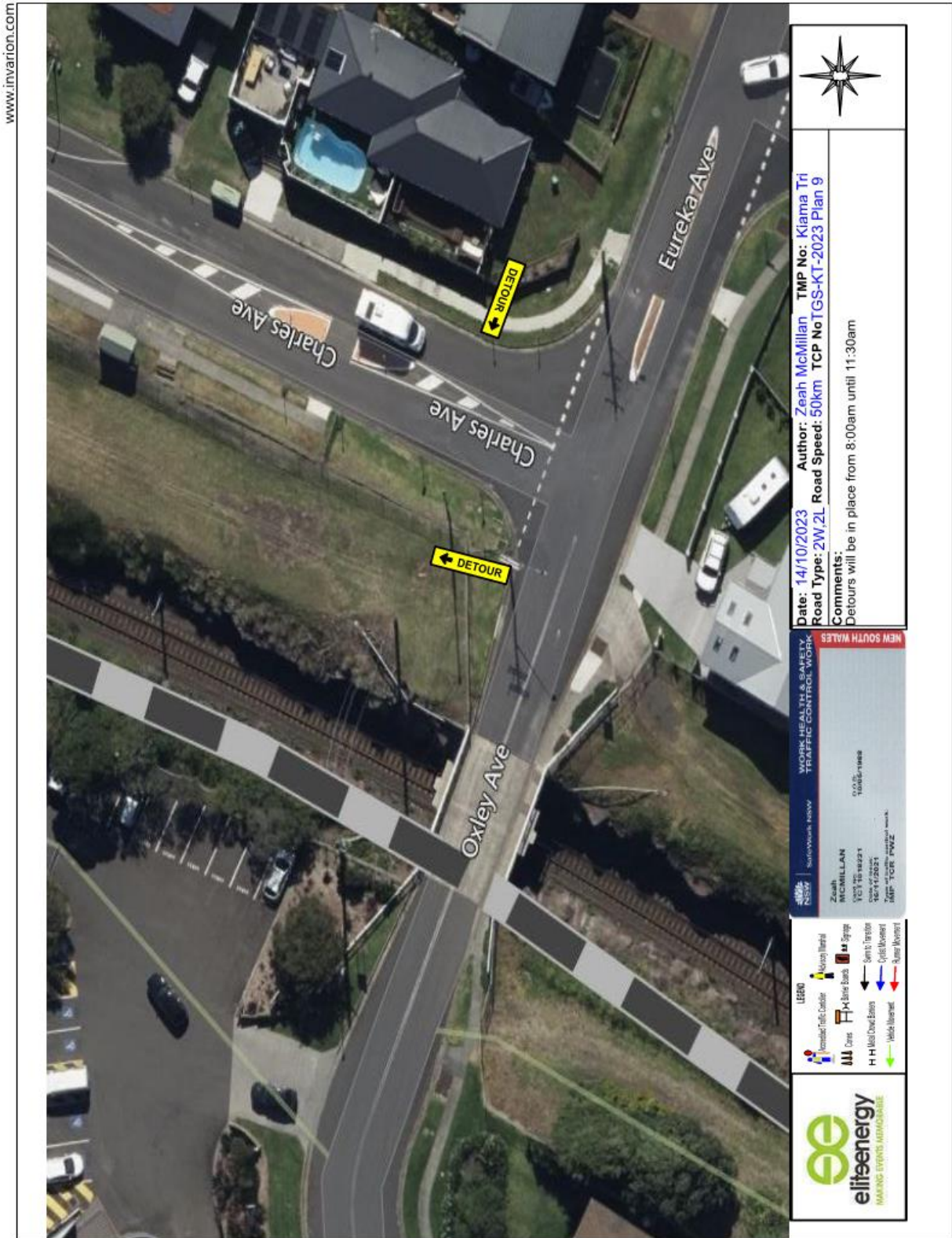
Page 112



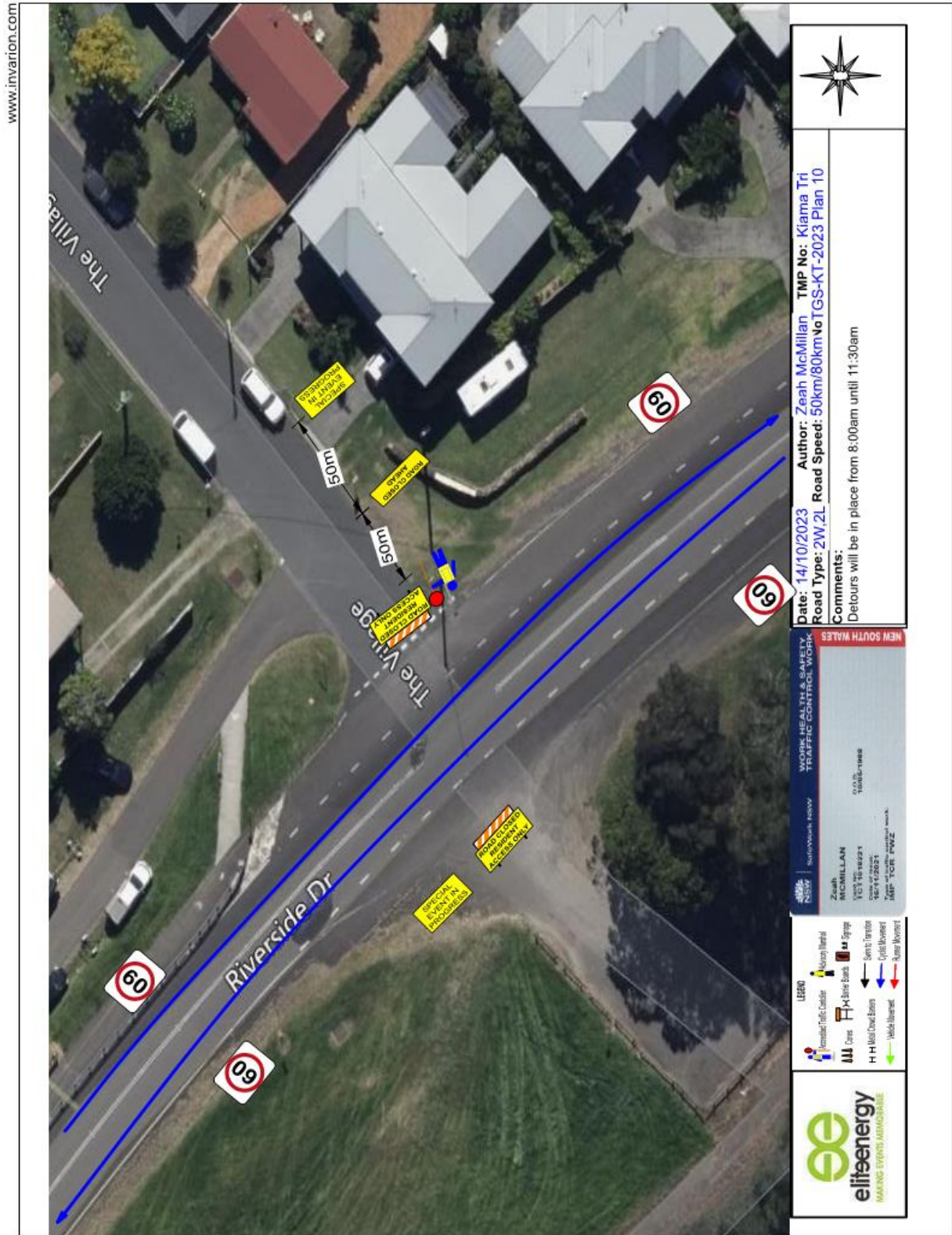
www.invarion.com

	<p>LEGEND</p> <ul style="list-style-type: none"> Consider Traffic Control Heavy Transport A-Line Barricade A-Line Barricade Sign's Transition Cycle Movement Walks Movement Bus Movement 	<p>WORK HEALTH & SAFETY: TRAFFIC CONTROL WORK</p> <p>Zeah MCWILLAN 002 72 95 42 21 18/01/2023 18/01/2023 APT "TGR" #1422</p> <p>© 2023-2024 18/01/2024</p>	<p>Date: 14/10/2023 Author: Zeah McMillan TMP No: Kiama Tri Road Type: 2W,2L Road Speed: 60km TCP No: TGS-KT-2023 Plan 7</p> <p>Comments: Marshalls to direct riders only. Detours will be in place from 8:00am until 11:30am</p>
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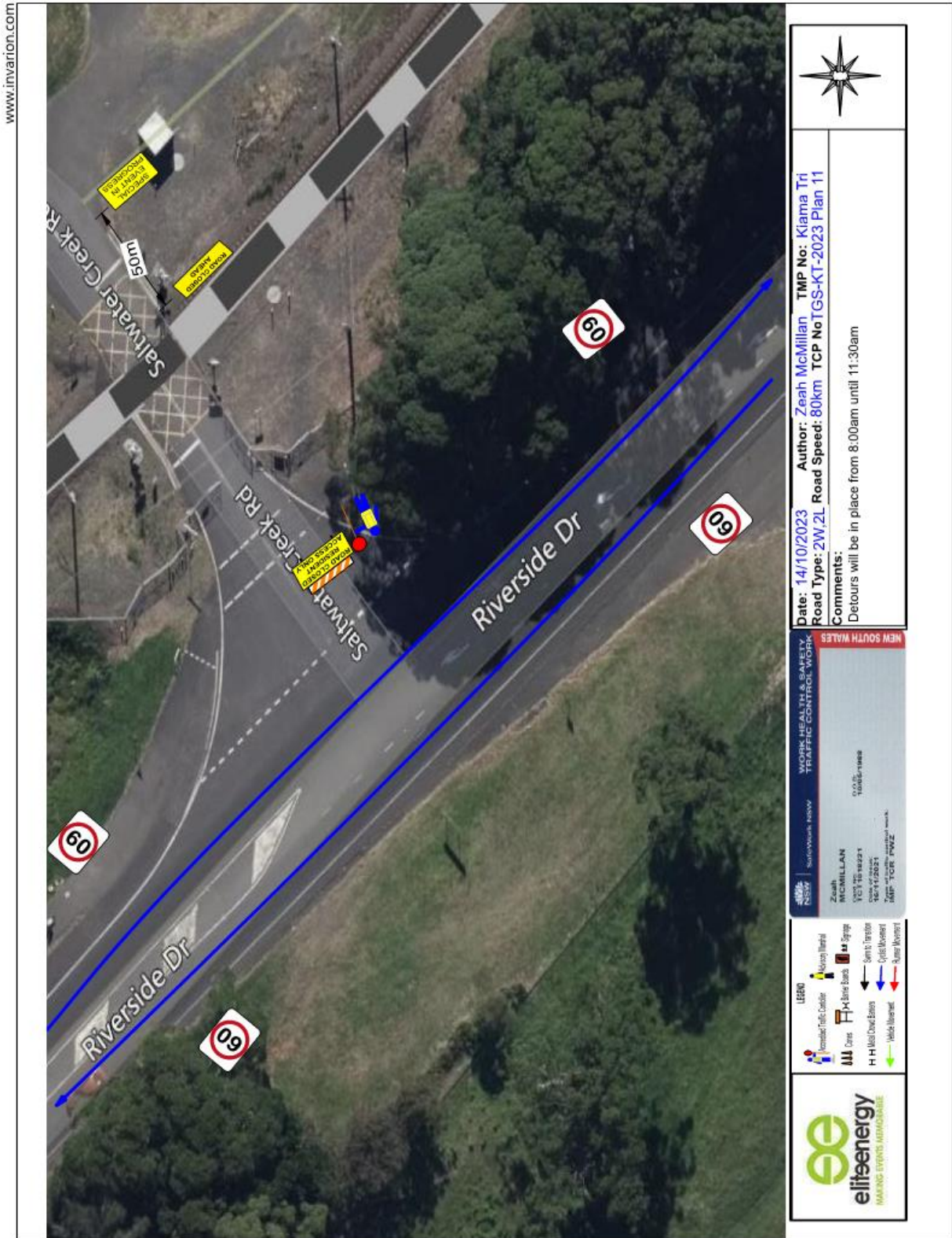




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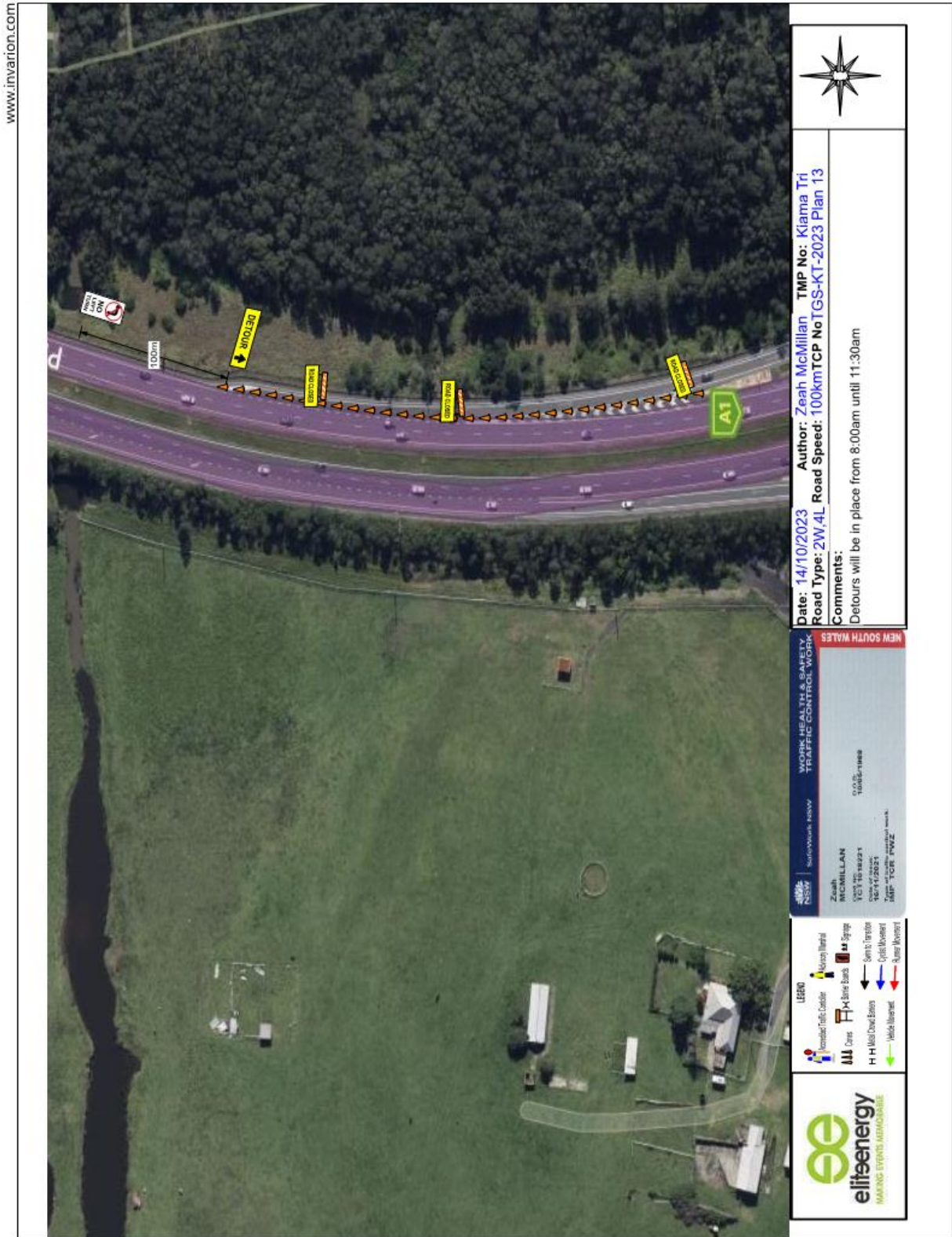


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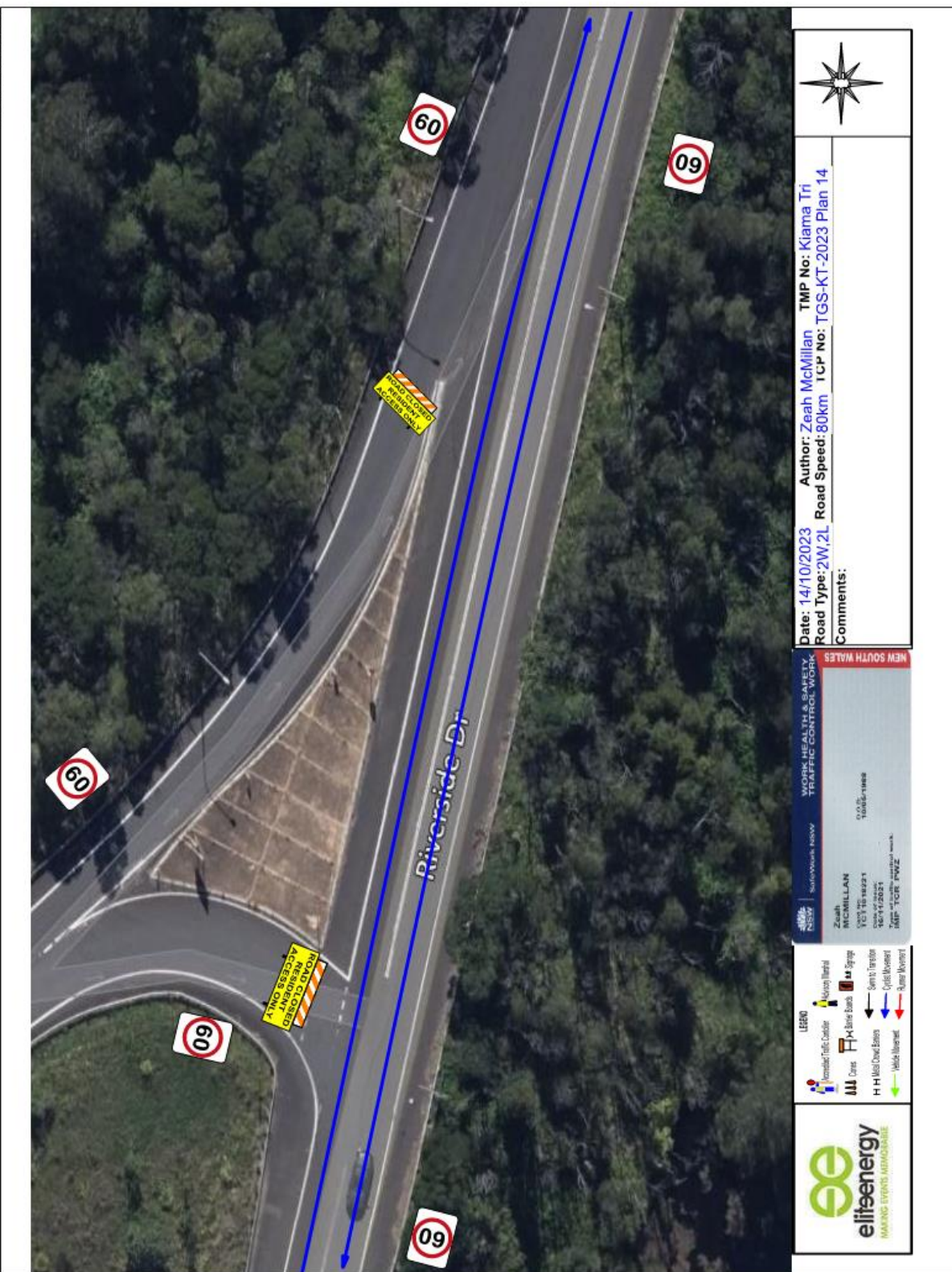


www.invarion.com



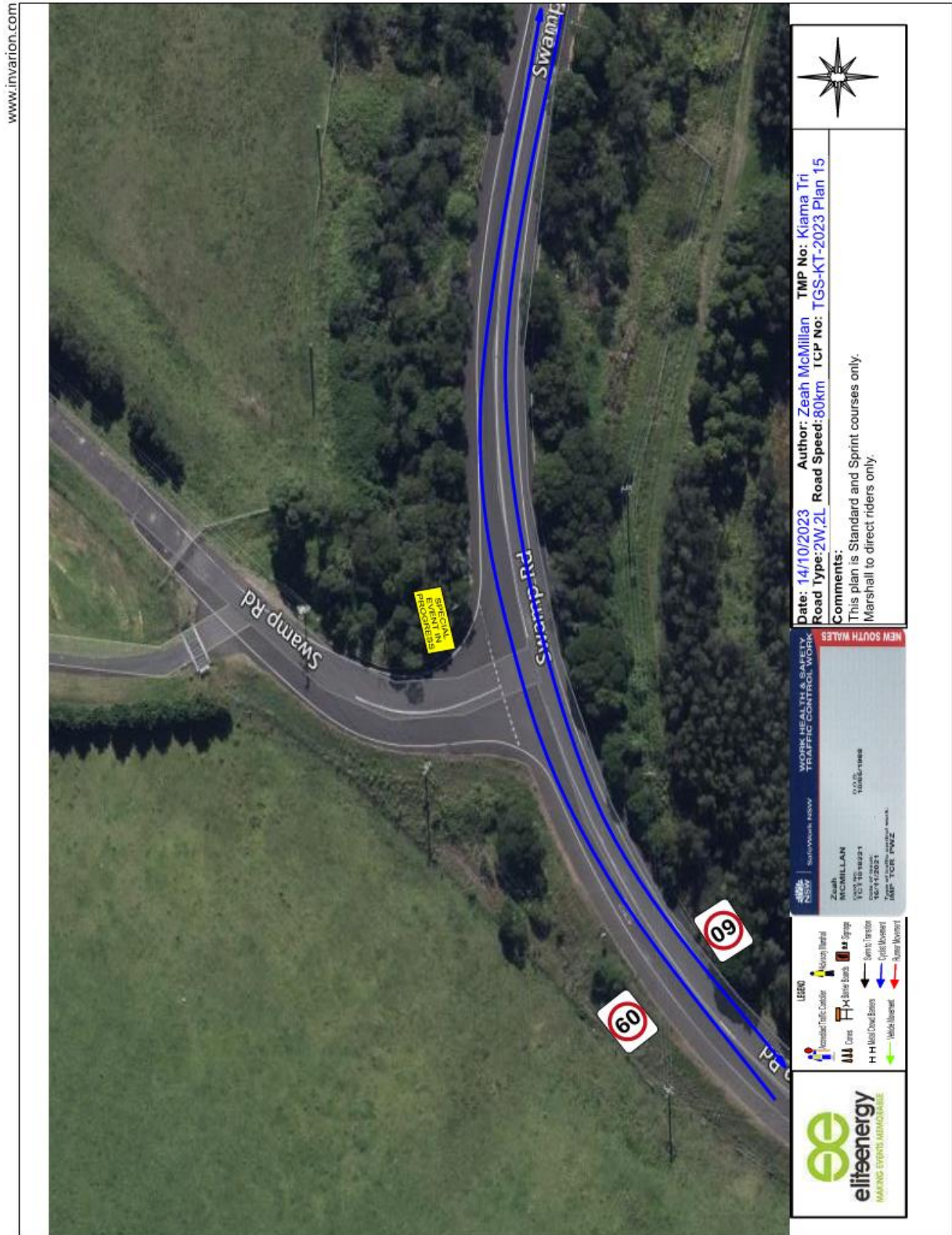


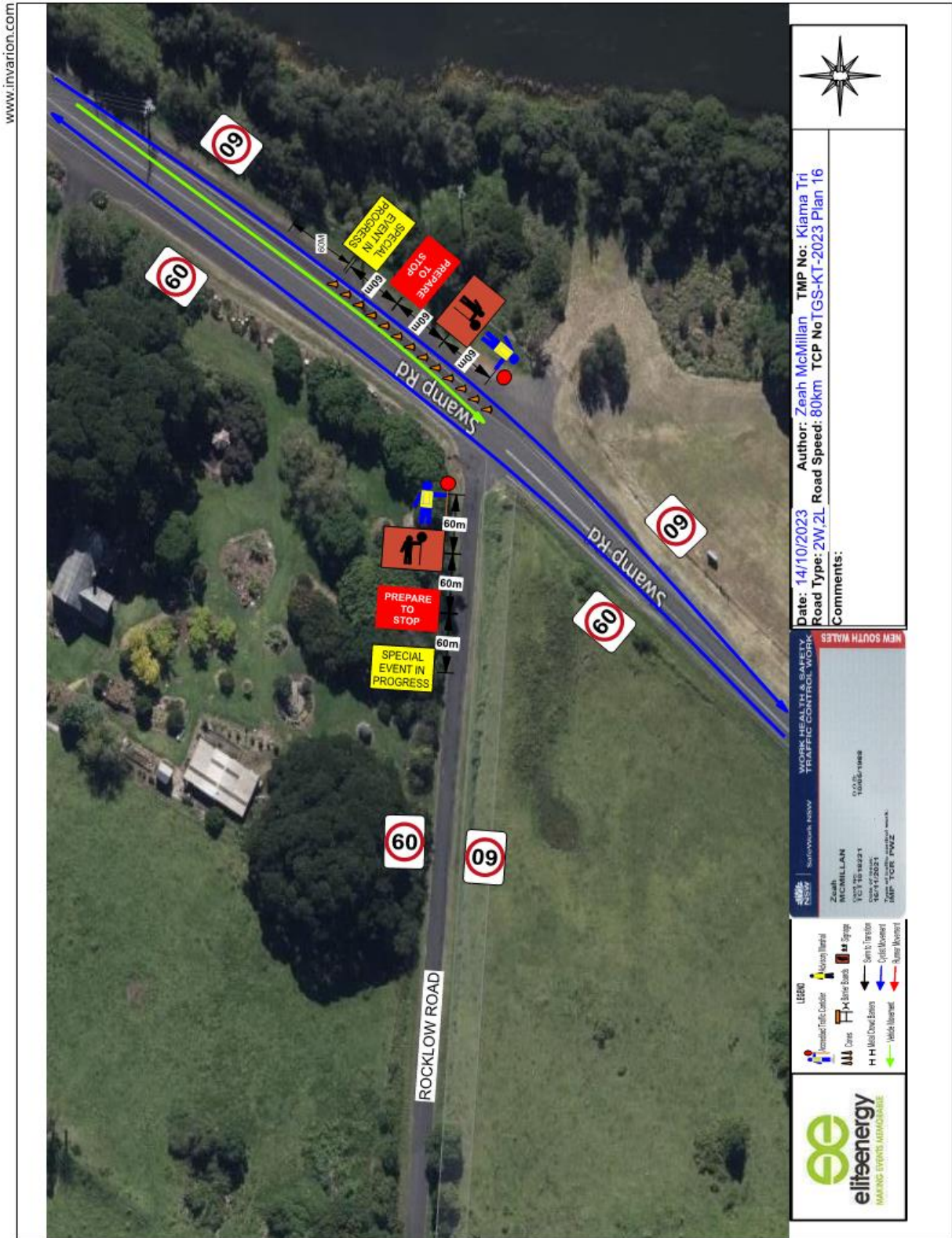
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Item 5.1

Attachment 3





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Swamp Rd Fuller Dr

60 60 60 60

60m 60m 60m 60m

PREPARE TO STOP SPECIAL PROGRESS

60m 60m

SWAMP RD

elitsenergy
MAKING EVENTS MEMORABLE

LEGEND
 - Worker
 - Cone
 - H-Hail Choc Bares
 - H-Hail Choc Bares
 - H-Hail Choc Bares
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WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

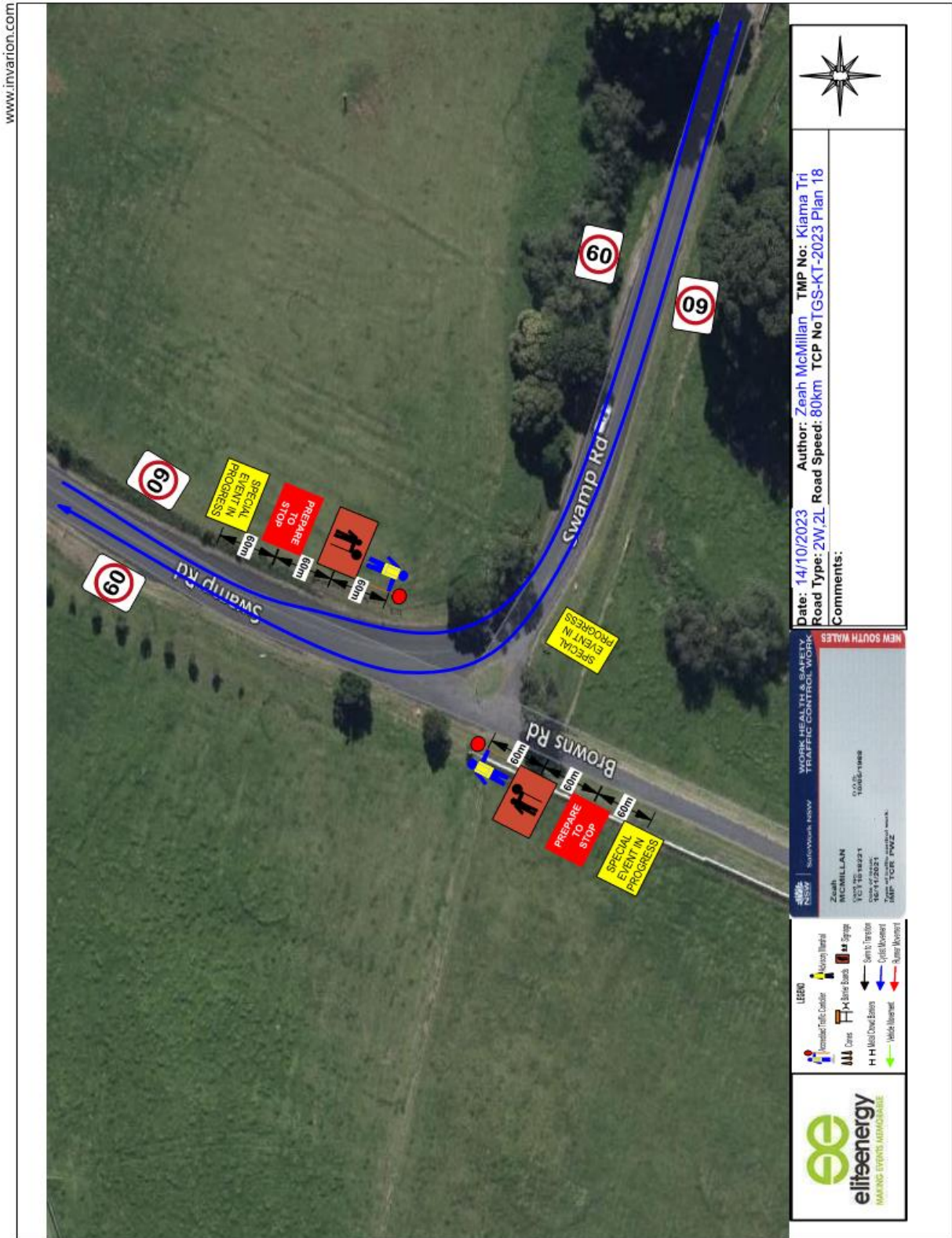
Zeah
MCMILLAN
FCY: 16-14321
18/11/2023
ART: TGR-1002

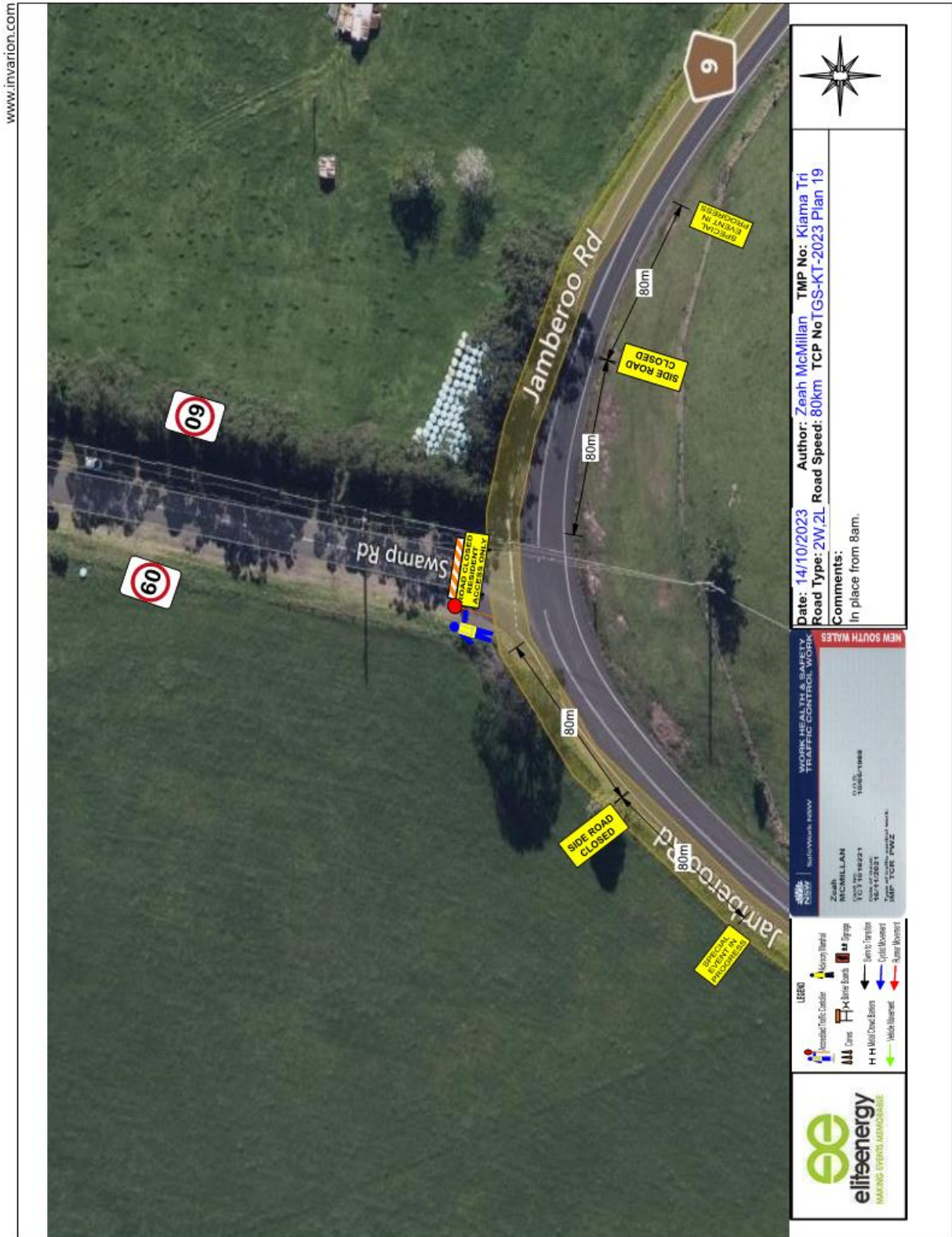
Date: 14/10/2023 Author: Zeah McMillan TMP No: Kiama Tri
Road Type: 2W,2L Road Speed: 80km TCP No TGS-KT-2023 Plan 17

Comments:

NEW SOUTH WALES

Attachment 3 Item 5.1

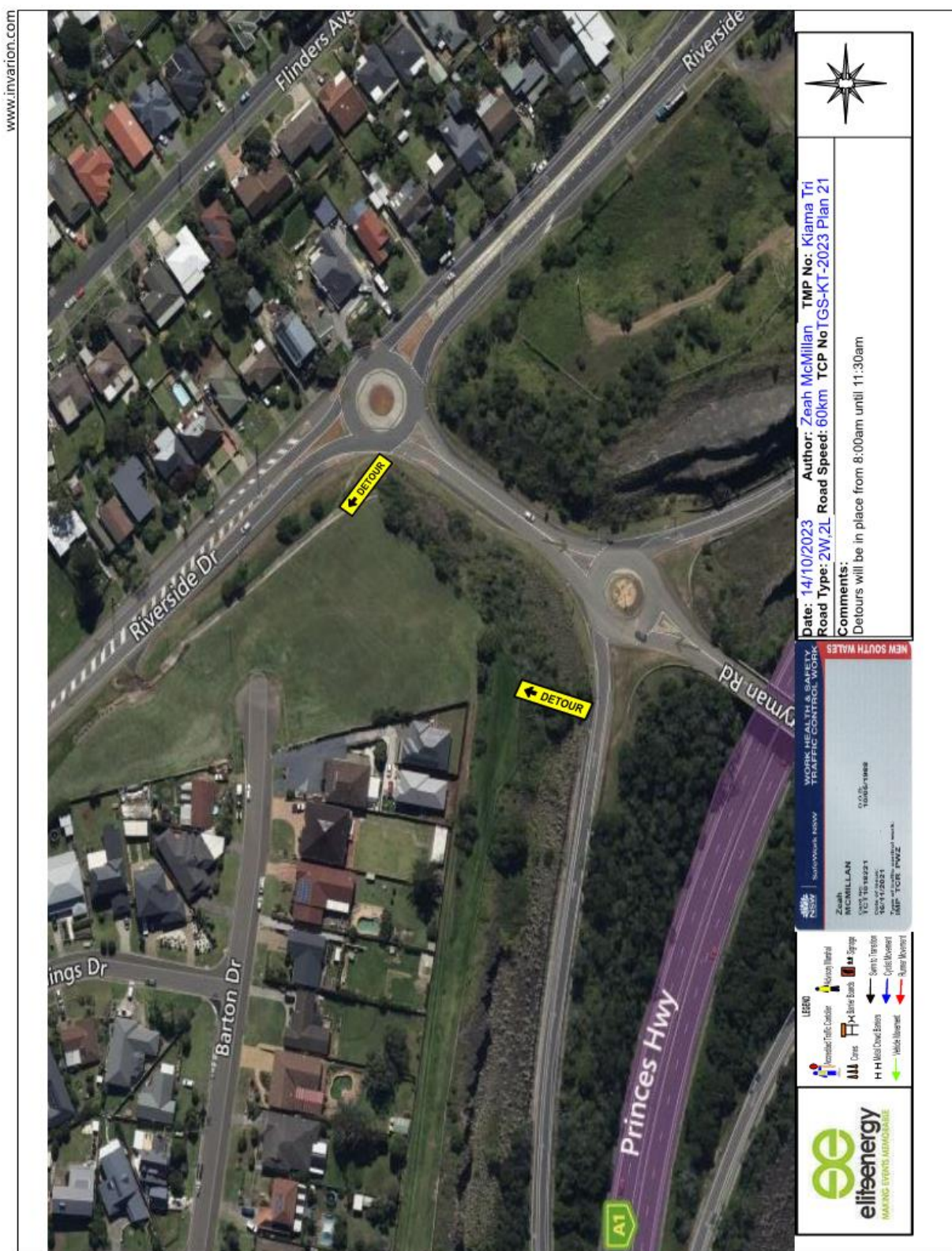




Attachment 3 Item 5.1



Attachment 3 Item 5.1



SAFE WORK METHOD STATEMENT

SWMS / Assessment no. **KT2023**



Elite Energy Pty Ltd Operations
 15 Haigh Ave
 Nowra NSW 2541
 Tel: 02 4423 7775
 Email: sarah@eliteenergy.com.au

Job Task:	Branch - Events
Erection and Removal of Traffic and Event Signage	Unit - Traffic Operations
	Location - Minnamurra

RISK IDENTIFICATION AND CONTROLS

Please include all discrete steps involved in the performance of the task

NOTE: The PPE required must be listed and the minimum PPE for each chemical must be listed as per the relevant MSDS.

Procedural step(s)	Possible hazard(s)	R1 Risk without controls		R2 Risk with controls	
		R1	Safety control(s)	R2	
1. Conduct a Risk Assessment and induct staff if necessary.	Uneven, loose or slippery ground.	L	Level ground where possible. Isolate with cones, barrier tape, CCB's etc if levelling is not an option. Don't walk where you can't see ground surface e.g. long grass. Don't drive on soft or slippery ground.	L	
2. Update TCP to include any recent changes to the environment.	Entering/Exiting vehicles	L	Do not jump into or out of vehicles. Vehicles in use on course or in event area MUST have a flashing light in operation during use. High Vis vest MUST be worn at all times.	L	
	Miscommunication via poorly worded verbal or written instructions.	L	Set up crew must make sure they understand wording and layout of TCP before commencing work.	L	
3. Brief Set up Crew	Injury from signs being blown by large wind gusts or gusts from vehicles.	L	Ensure signage is placed securely. In high winds, crew members should ensure that their body or vehicle is between the wind and the sign. Ensure signage is erected securely.	L	
	Being struck by passing vehicles (inc event vehicles)	S	Remain aware of your surroundings. Remain off to the side of the road. One member to act as a spotter when moving traffic in the area. Ensure you have an escape route. Event vehicles MUST have a flashing light in operation during use. High Vis vests MUST be worn at all times.	S	

SWMS / Assessment no. **KT2023**

SAFE WORK METHOD STATEMENT

Procedural step(s)	Possible hazard(s)	R1	Safety control(s)	R2
4. Erect Traffic Controls (signs etc)	Narrowing of roads and footpaths by placement of signage	L	Ensure signage is erected in accordance with the TGS and guidelines in the TCWS Manual V4.0. Document and report changes to sign placement due to obstructions (verges, driveways, trees etc)	L
5. Brief Traffic Controllers	Being struck by passing bicycle	L	Be aware of where the bike travel lane is. Do not walk onto bike course without first checking for bikes. Remain aware of the speed the bikes are travelling. High Vis to be worn at all times on the bike course.	L
6. Manage Traffic in accordance with the approved TMP/TGS	Being struck by passing runners	L	Be aware of where the run course travel lane is. Do not walk onto run course without first checking for runners.	L
7. Remove Signage	Fatigue	S	Traffic controllers to be relieved after 2 hours work and may be rested or place on other duties for a period of 15 mins before returning to Traffic Control Duties.	L
8. Inspect Signage and Load Vehicle	Exposure to the elements (Sun, Rain, Cold, Heat, Wind)	S	Traffic Controllers are responsible for supplying their own PPE for protection of the elements as well as enough water and food. EE will supply Traffic Controllers with a bottle of water and a snack. Traffic Controllers feeling exposure must report to a supervisor immediately.	L
	Overhanging Limbs and branches	L	Be aware of your surroundings. Look before turning around. Remove branch. If branch cannot be removed, move to a more suitable location.	L
	Dead and hanging limbs and branches (w/ow makers)	S	A site inspection should be done prior to the event to identify and remove any possible hangers or dead limbs. Remove branch. If branch cannot be removed, move to a more suitable location.	L
	Fingers and hands getting jammed between equipment	L	Work cautiously. Don't rush. Watch what you are doing.	L
Overall risk rating			Overall risk rating	

Kiama Triathlon 2023 SWMS

Version date: 7/03/2023

Page 2 of 4

SAFE WORK METHOD STATEMENT

RISK RATING GUIDE

	Consequence			
	Death Catastrophic illness/injury	Major Extensive Injuries	Moderate Medical treatment required	Minor No injuries
Almost certain Occurred before/expected	S	H	S	S
Likely Probably will occur	S	S	S	S
Moderate May occur at some time	S	S	L	L
Unlikely Unusual or rare situation	S	L	L	L

High (H) – cease exposure immediately until protection, approved at senior management level, implemented.
Significant (S) – procedures alone may not be enough, senior management attention required.
Low (L) – may be managed by routine procedures, some risks in this category may be acceptable.

SPECIFIC TASK REQUIREMENTS

<p>Qualifications or experience</p> <ul style="list-style-type: none"> Traffic Controllers MUST have a current NSW RMS Blue Card Set Up Crew MUST have a current NSW RMS Yellow Card Traffic Supervisors Must have a current NSW RMS Red Card
<p>Training</p> <ul style="list-style-type: none"> A site induction is to be conducted with all Traffic Personnel
<p>Engineering details, certificates, WorkCover approvals</p> <ul style="list-style-type: none">
<p>Relevant codes of practice, legislation or standards</p> <ul style="list-style-type: none"> Work Health & Safety Act 2011 Work Health & Safety Regulation 2011
<p>Plant/equipment</p> <ul style="list-style-type: none">
<p>Maintenance checks, site/workplace inspections</p> <ul style="list-style-type: none">

Suggested improvements (in order of priority)

Kiama Triathlon 2023 SWMS

Version date: 7/03/2023

Page 3 of 4

SAFE WORK METHOD STATEMENT

SWMS / Assessment no. **KT2023**

Additional comments

Assessment dates	Current assessment date	Reassessment due date
Initial assessment date		

Assessors	Signature	Date
Name		
•	•	
•	•	
•	•	

Recommendation (Project Officer, Agricultural Protection Officer, Team Leader, OIC, Coordinator) Follow up required

Name	Signature	Date
•	•	

Approval (Manager GEPR, Leader APFHEPR, Section Manager, Controller)

Name	Signature	Date
•	•	

I have read and understand this Safe Work Method Statement

Name / Role	Signature	Date	Name / Role	Signature	Date

5.2 Kiama Sky Show - New Years Eve - Road Closure

CSP Objective: Outcome 4.3: Our built environment is safe and inclusive; our infrastructure is well planned and well managed.

CSP Strategy: 4.3.2 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport.

Delivery Program: 4.3.2.2 Implement road safety and traffic management programs and responsibilities

Item 5.2

Summary

Destination Kiama proposes to close off a number of streets in Kiama for the Kiama Sky Show on Sunday 31 December 2023, New Year's Eve.

Financial implication

N/A

Risk implication

Implementation of the proposed Traffic Management arrangements will address public safety and traffic related risks associated with the proposed road closures.

Policy

N/A

Consultation (internal)

Council's Road Safety Officer and Civil Engineer

Communication/Community engagement

Pending Committee and Council approval of the proposal, notifications of the proposed traffic changes will be provided to NSW Police, local emergency services, businesses and residents effected by the closure. An advertisement will also be placed in the local media advising of the closure.

Attachments

- 1 TRAFFIC MANAGEMENT PLAN - NYE 31 December 2023
- 2 TLTGS-6618 REV B New Years Eve 2023 (Plan B)
- 3 TLTGS-6618 REV B New Years Eve 2023 (Plan A & B)
- 4 TLTGS-6618 REV A New Years Eve 2023 (Plan A)

Enclosures

Nil

RECOMMENDATION

Report of RMS delegated formal items

5.2 Kiama Sky Show - New Years Eve - Road Closure (cont)

That the Committee endorses the traffic changes associated with the Kiama Sky Show event at Black Beach Reserve, to be held on Sunday 31 December 2023, to implement proposed traffic changes, subject to the organisers and suitably qualified traffic controllers complying with the following conditions:

1. All road closures, diversions and traffic changes be undertaken by suitably qualified traffic controllers in compliance with the Traffic Control Plan TLGGS-6618-41549 prepared by Traffic Logistics Pty Ltd.
2. The organisers be responsible for the supply, erection and removal of all traffic control devices, equipment and personnel associated with the implementation of the approved Traffic Control Plan.
3. The following provisions be made to address anti-terrorism, hostile vehicle guidelines and provide a safe environment for attendees to the event:
 - a. Road closure on a section of Terralong Street, from Railway Pde to Manning St roundabout, between 2pm and 10:30pm and from Railway Pde to Collins St roundabout, between 4pm and 10:30pm; intended to allow for attendees to exit the event using Terralong Street as a pedestrian zone free from vehicles until 10:30pm.
 - b. Road closure on a section of Shoalhaven Street, from Minnamurra St roundabout to Terralong St, from 4pm – 10:30pm; intended to provide a safe environment for attendees to walk between the event sites in Hindmarsh Park & Black Beach reserve; and amplify the event by delivering an 'Eat Street' on Shoalhaven Street.
 - c. Road closure on a section of Stobo Road, between 8pm to 9:30pm for the fireworks exclusion zone.
 - d. Road closure of Bong Bong Street on either side of the Bong Bong Street / Manning Street roundabout, 8pm to 10:30pm, to guide traffic from blow hole.
4. Lodgement with Council of an application for a Section 138 Roads Act permit and payment of associated fee.
5. Notification of proposed traffic changes be given to police, local emergency services, businesses and residents effected by the closure.
6. An advertisement be placed in the local media advising of the closure.

Background

The Kiama Sky Show presented by Destination Kiama and Kiama Municipal Council will hold the 2023 New Year's Eve event on Sunday 31 December at Black Beach Reserve and Shoalhaven Street.

Kiama holds one of the largest New Year's Eve fireworks display between Sydney and Melbourne. This free, family friendly event is broadcast live via Wave FM throughout the evening. The event is expected to attract over 10,000 people.

Report of RMS delegated formal items

5.2 Kiama Sky Show - New Years Eve - Road Closure (cont)

A Traffic Control Plan (TCP) prepared by Traffic Logistics Control Pty Ltd (an RMS accredited consultant) has been prepared for implementation as attached.

Road closures are proposed to comply with anti-terrorism, hostile vehicle guidelines to provide a safe environment for all attendees to the event, as the event zone does not have fixed concrete bollards protecting the spaces from a car penetrating.

It is also proposed to manage the large volume of pedestrians exiting the event site post fireworks show.

Item 5.2



TRAFFIC MANAGEMENT PLAN

KIAMA NYE SKY SHOW

Presented by

KIAMA MUNICIPAL COUNCIL

Prepared by Helen Demertzis, Event Coordinator at

Kiama Municipal Council

17 August 2023

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Item 5.2

Attachment 1



KIAMA MUNICIPAL COUNCIL

TRAFFIC MANAGEMENT PLAN
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Event Details

Event Date	Sunday 31 st December 2023
Event Times	16.00 – 22.00
Event Locations	<ul style="list-style-type: none"> Kiama Harbour including Black Beach Reserve, Kiama NSW
Expected Attendance	10,000 – 15,000
Target Market	Local community, family friendly event
Frequency	Annual event
Bump-In	Friday 28 December 2022 – 08.00 – 23.00 Overnight Asset Security 5pm – 9am x 1 guard Saturday 30 December: Overnight Asset Security 17.00-09.00 x 1 guard
Bump-Out	<ul style="list-style-type: none"> Sunday 31st December 2022 – 22.00pm – midnight Sunday 31 December: Overnight Asset Security 23.00-08.00 x 1 guard Monday 1 Jan 2024: Overnight Asset Security 23.00-09.00 x 1 guard Tuesday 2 Jan 2024 9am-5pm
Key Event Times	<ul style="list-style-type: none"> 9pm fireworks (12 min show secured) 9.30pm laser show (10 min show in pre-planning mode) <p>This event inclusion has been sourced in order to aid traffic egress due to feedback of congestion from 2022 event</p>

Road Closures

Sunday 31 December 2023

As per 2022 Event

14.00-22.30	Terralong Street, between Railway Parade and Manning Street
16.00-22.30	Terralong Street, between Railway Parade and Collins Street
16.00-22.30	Shoalhaven Street, between Minnamurra and Terralong Street
20.00-21.30	Stobo Road for the purpose of the fireworks exclusion zone

Additional Closure to aid traffic egress

20.00-22.00	Bong Bong Street – closed access to Manning Street for the purpose of vehicular traffic flow management on Manning Street from event zone. Detour signage in place to direct north bound traffic to Bland Street exist and south bound traffic to exit via Manning Street.
-------------	--

Key Event Contacts

Event Organiser	Kiama Municipal Council		
Event Coordinator	Helen Demertzis	Event Manager	Sally Bursell
Phone Number	0484 546 123	Event Manager Phone	0491 051 572

KIAMA MUNICIPAL COUNCIL **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Event Location



Notifications to Emergency Services

Event organisers have been engaging with Police in the planning stages of the event. A notification will be sent to all emergency services; the Police, NSW Fire & Rescue, RFS and NSW Ambulance 4 weeks prior to the event.

Emergency Services contacts have been identified as:

NSW Fire & Rescue	Captain Matt Daly	Matthew.Daly@fire.nsw.gov.au
Kiama Fire Station	Rhys Dawson	rhys.dawson@fire.nsw.gov.au
NSW Police	Chief Inspector Darren Brown	brow1dar@police.nsw.gov.au
NSW Ambulance	Chief Inspector Norman Rees	Norman.Rees@health.nsw.gov.au

In addition, the below organisations have been engaged for consultation:

NSW Health / ISLHD	Monica Dale	Monica.Dale@health.nsw.gov.au
NSW Transport	Brad Hutchinson	Brad.Hutchinson@transport.nsw.gov.au
Kiama Train Station	Frank Chiodi	frank.chiodi@transport.nsw.gov.au
St John's Ambulance	Timothy Swire	Timothy.Swire@stjohnnsw.com.au

Notifications to Residents

Notification of planned road closures will be provided to residents in the immediate area of the event site, delivered via letter box drop one month prior to event date (30 November 2023). In addition, notifications will be published in The Bugle, kiama.com.au and via Councils website and social media platforms.

 **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Ingress and Egress

Once the road closures have been implemented, any vehicle movement **must**:

- Be approved by the Event Manager
- Have a reason for moving their vehicle
- Have their hazard lights on
- Be escorted by event personnel wearing a hi-vis vest
- Be driving no faster than walking pace
- Be mindful of the shared zone with pedestrians

Event staff and Contractor vehicles

Ingress of event staff and contractor vehicles

(0800 and via traffic-controlled access after road closure at 1600)



Egress of event staff and contractor vehicles

(once roads reopen at 2230)



Item 5.2

Attachment 1

 **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023


Event Vehicles, Access for Staff, Suppliers, Contractors

Service Vehicles

Service vehicles such as garbage trucks will be located onsite during the event and parked in the garbage compound located on the map below. These vehicles will not be permitted to move during the event.



Key

 Garbage Compound

Event vehicles

There will be one Kiama Municipal Council event vehicle located at the information tent. This will be used as lockable storage for the Kiama Municipal Council events team.



Key

 KMC Staff car

Item 5.2

Attachment 1

KIAMA MUNICIPAL COUNCIL **TRAFFIC MANAGEMENT PLAN**
 KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Food vendors

Food vendors located on Terralong Street will have access to drop equipment and setup between 14.00 and 15.30. Their ingress access will be via Manning Street. Egress via Railway Pde.



Contractors

The fireworks contractor will have a vehicle onsite during the event. St John's First Aid is yet to confirm however, it is likely that they will have a vehicle onsite, beside the information tent council vehicle.

Parking

Traffic Controllers will be rostered on prior to the implementation of the road closures to monitor and manage the parking. They will manage the parking:

- 1 x Traffic Controller: manage Terralong St between Manning & Railway Parade 12.30-14.00
- 4 x Traffic Controllers: 3 to manage parking on Terralong St between Railway & Collins St and Shoalhaven Street 13.00-16.00 and 1 to manage Terralong diversion on Railway Pde
- Parking for attendees of the event is outlined as per the map below.



Parking Shuttle

The Bluehaven Community vehicle are available for use on 31/12/23, to be hired by the Tourism department, pending availability of 1-4 council staff to be allocated as drivers for the evening. The shuttle will operate between 4pm – 10.30pm between Kiama Harbour and the Leisure Centre and will be included in the event notifications. Renault 1 or 2 (9 seats) Commuter 1 or 2 (8 seats) All vehicles can be driven by drivers with a C Class licence.

Item 5.2

Attachment 1



KIAMA MUNICIPAL COUNCIL

TRAFFIC MANAGEMENT PLAN

KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Impacts on Public Transport

The bus companies with affected routes will be advised of the road closures.

Kiama Coaches Route 126 uses Railway Parade coming from Terralong Street, but do not operate on Sundays so there will be no disruptions to service.

Premier Illawarra bus route 71 travels through Railway Parade and Terralong Street but does not operate on Sundays so there will be no disruptions to service.

NSW Transport have been engaged with to discuss the potential for a **9.30pm** north bound train to assist in combating the traffic issues experienced last year. Confirmation has not yet been received on this but our contact is in support as well as the Kiama Station Manager.

Pedestrian Safety & Counter Terrorism Mitigation

Understanding that the closed public road will be used as a high-density walkway for pedestrians, integrating counter-terrorism protective security measures into the designs have been considered. To reduce the possibility of hostile vehicles entering the area, the following will be in place:

Physical measures

to assist to prevent unscreened vehicles from getting within the pedestrian area including

KMC waste trucks/Traffic Control (see below maps) will be placed at the entry point and exit points of the road closure area in order to effectively barricade and eliminate risk of entry via road into the event space including:

- 2 x vehicles at Manning Street/Terralong Street intersection
- 2 x vehicles at Railway Parade/Terralong Street intersection
- 2 x vehicles at Shoalhaven Street/Terralong Street intersection
- 2 x vehicles at Collins Street/Terralong Street intersection
- 1 x vehicle at Shoalhaven Street/Minnamurra street intersection

Waterfill barriers will be placed at a 45 degree angle to not impede on pedestrian thoroughfare at the following locations:

- 2 x barriers corner of Terralong and Manning Streets outside the Post Office
- 5 x barriers corner of Terralong and Shoalhaven Streets adjacent to Kiama Inn Hotel
- 2 x barriers corner of Terralong and Collins Streets outside Red Rooster
- 3 x barriers corner of Minnamurra and Shoalhaven Streets outside Yves
- Barriers on Corner of Terralong and Collins Streets heading north towards Minnamurra.

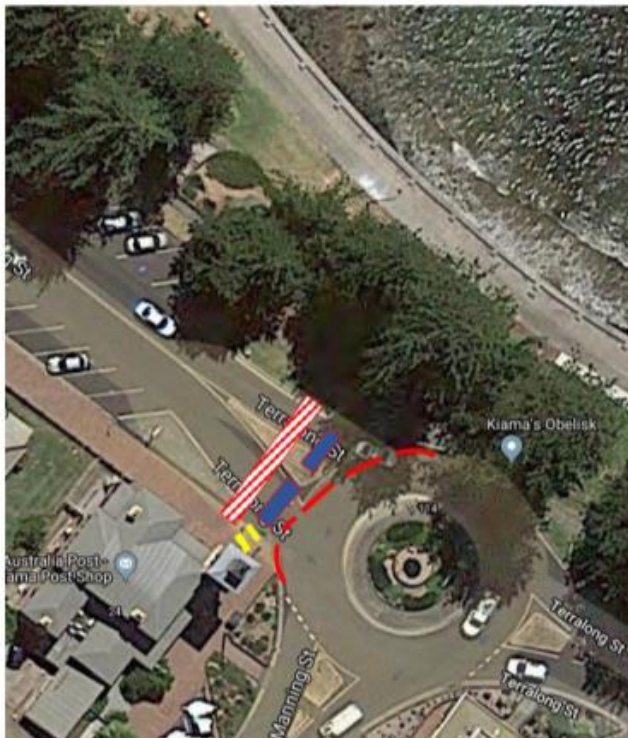
KIAMA MUNICIPAL COUNCIL **TRAFFIC MANAGEMENT PLAN**
 KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Pedestrian Barriers Summary



MANNING & TERRALONG ST – CLOSURE FROM 2PM DUE TO FOOD STALL BUMP IN

- 1 x POD Truck
- 1 x RMC Dual Cab Truck
- 1 x Traffic Controller with HV licence



Placement brief

- Footpath crossing the road is to be kept open
- Vehicles are to be placed on the road-about side of the footpath
- Pedestrian barriers are to be placed on a 45 degree angle to allow for pedestrian access. A pram and wheelchair must be able to fit between gap
- Black & yellow 'road closed' horses are to be placed as per red lines

Item 5.2

Attachment 1

KIAMA MUNICIPAL COUNCIL **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

RAILWAY PARADE & TERRALONG ST – TEMPORARY DETOUR IN PLACE FROM 2PM – 4PM



Temporary detour in place until the full road closure is in place from 4pm

RAILWAY PARADE & TERRALONG ST – CLOSURE FROM 4PM



- 1 x POD Truck
- 1 x KMC Dual Cab Truck
- 1 x Traffic Controller with HV licence

Placement brief

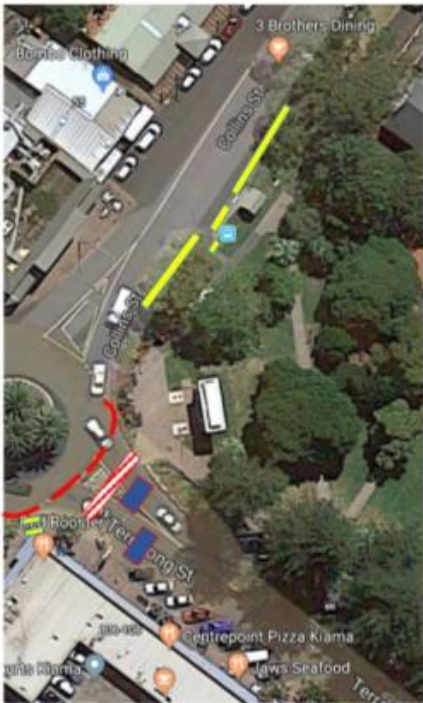
- Footpath crossing the road is to be kept open 
- Vehicles are to be placed 
- Black & yellow 'road closed' horses are to be placed as per red lines 
- Turn-a-round point must be created before traffic reaches Terralong Street

Item 5.2

Attachment 1

KIAMA MUNICIPAL COUNCIL **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

TERRALONG & COLLINS ST – CLOSURE FROM 4PM



- 1 x POD Truck
- 2 x KMC Dual Cab Truck
- 1 x Traffic Controller with HV licence



- Placement brief**
- Footpath crossing the road is to be kept open
 - Trucks must be used at this location
 - Pedestrian barriers are to be placed on a 45 degree angle to allow for pedestrian access. A pram and wheelchair must be able to fit between gap
 - Black & yellow 'road closed' horses are to be placed as per red lines

MINNAMURRA & SHOALHAVEN ST – CLOSURE FROM 4PM



- Placement brief**
- Footpath crossing the road is to be kept open
 - Vehicles are to be placed in centre of road
 - Pedestrian barriers are to be placed on a 45 degree angle to allow for pedestrian access. A pram and wheelchair must be able to fit between gap
 - Black & yellow 'road closed' horses are to be placed as per red lines

Measures that reduce speed of vehicles approaching the site

- Traffic Control staff will erect detour signs on the approach to both road closure points which will add to the advance warning the VMS Boards provide.

Item 5.2

Attachment 1

KIAMA MUNICIPAL COUNCIL **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

- The transport and movement implications over a wider district has been considered and the section of road that is the least utilised closed for the event. This has helped to ensure that there is not a concentration of vehicle restrictions or displacement in high traffic areas and that streets and spaces are not unnecessarily congested with security infrastructure.

Access for Local Residents and Businesses

There are two residential carparks located on Shoalhaven Street causing issues for local resident access. In planning for 2023, local residents who can **provide proof of address** such as their Drivers Licence will have access to the car parks located on Shoalhaven Street as per the map below. The access will be provided as long as it's safe to do so.



Access for Emergency Vehicles

Emergency vehicle access will be accommodated through all road closure locations. There will be a Traffic Logistics Traffic Controller at each location to facilitate this as quickly as possible and as required. Event personnel should meet the ambulance at the road closure to escort them safely through the event site.

Advertising Traffic Management

Portable Variable Message Signs (VMS)

There will be two VMS signs installed Friday 15/12/23 and removed 2/1/24. The two VMS boards will be located:

1. On Manning Street as drivers are approaching Terralong Street



2. Corner of Collins and Terralong Street (Hindmarsh Park side)



Item 5.2

Attachment 1

 **TRAFFIC MANAGEMENT PLAN**
KIAMA NYE SKY SHOW SUNDAY 31 DECEMBER 2023

Messaging

- Screen 1 - KIAMA NYE SKY SHOW
- Screen 2 – ROAD CLOSURES 31 DEC
- Screen 3 – FROM 2PM MORE INFO KIAMA.COM.AU



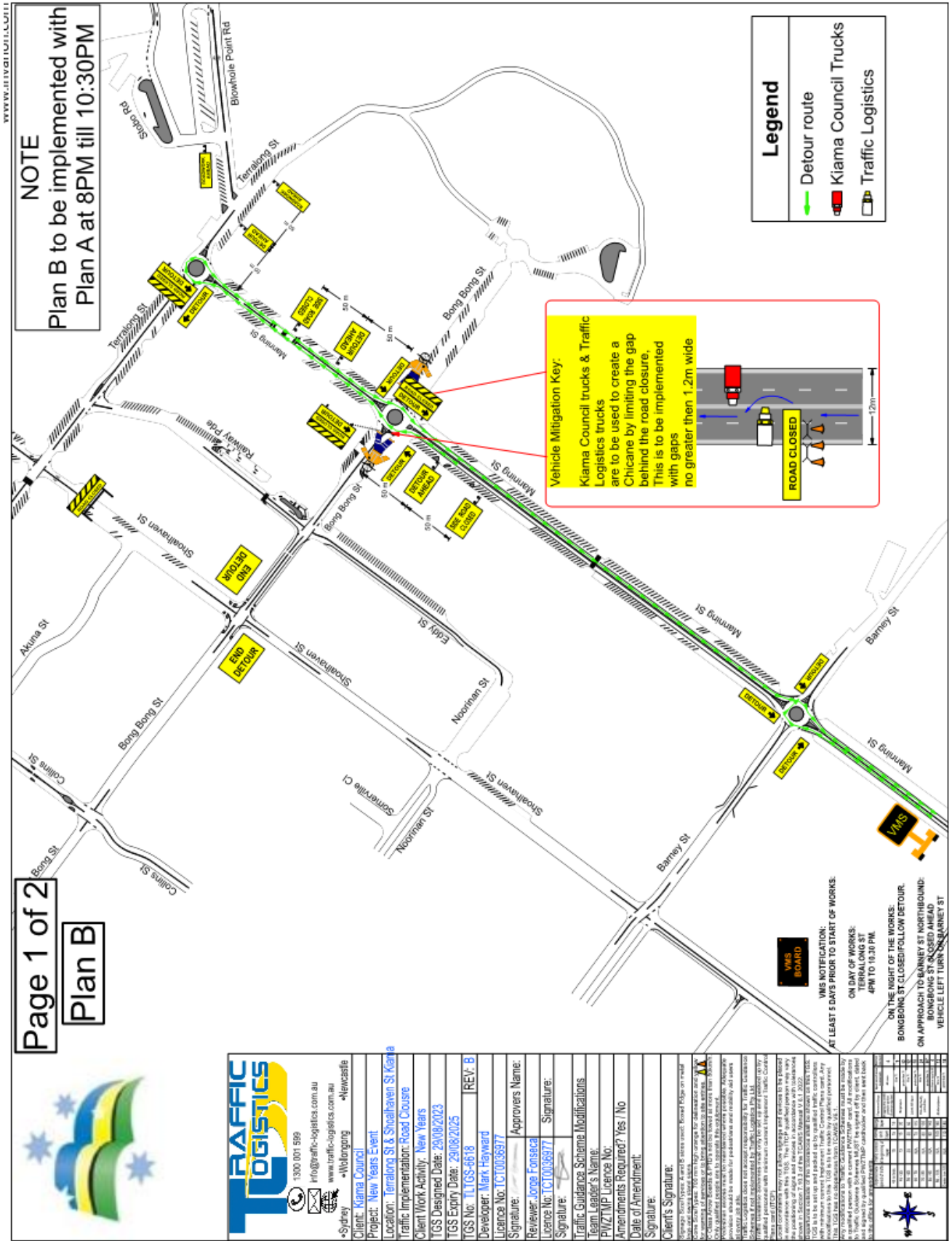
Road Signage

Signs will be posted on the poles in the local area advising of the upcoming road closures and parking restrictions, as per the example below. These will be installed by 20/12/23.



Item 5.2

Attachment 1



Item 5.2

Attachment 2

Page 1 of 2
Plan B



TRAFFIC LOGISTICS
1300 001 589
info@traffic-logistics.com.au
www.traffic-logistics.com.au
•Sydney •Wollongong •Newcastle

Client: Kiama Council
Project: New Years Event
Location: Terralong St & Shoalhaven St Kiama
Traffic Implementation: Road Closure

Client Work Activity: New Years
TGS Designed Date: 28/08/2023
TGS Expiry Date: 28/08/2025
TGS No: TLGGS-6618 (REV: B)
Developer: Mark Hayward

Licence No: TCT0036977
Signature: [Signature]
Approver's Name: [Name]
Reviewer: Joana Fonseca
Licence No: TCT0036977
Signature: [Signature]

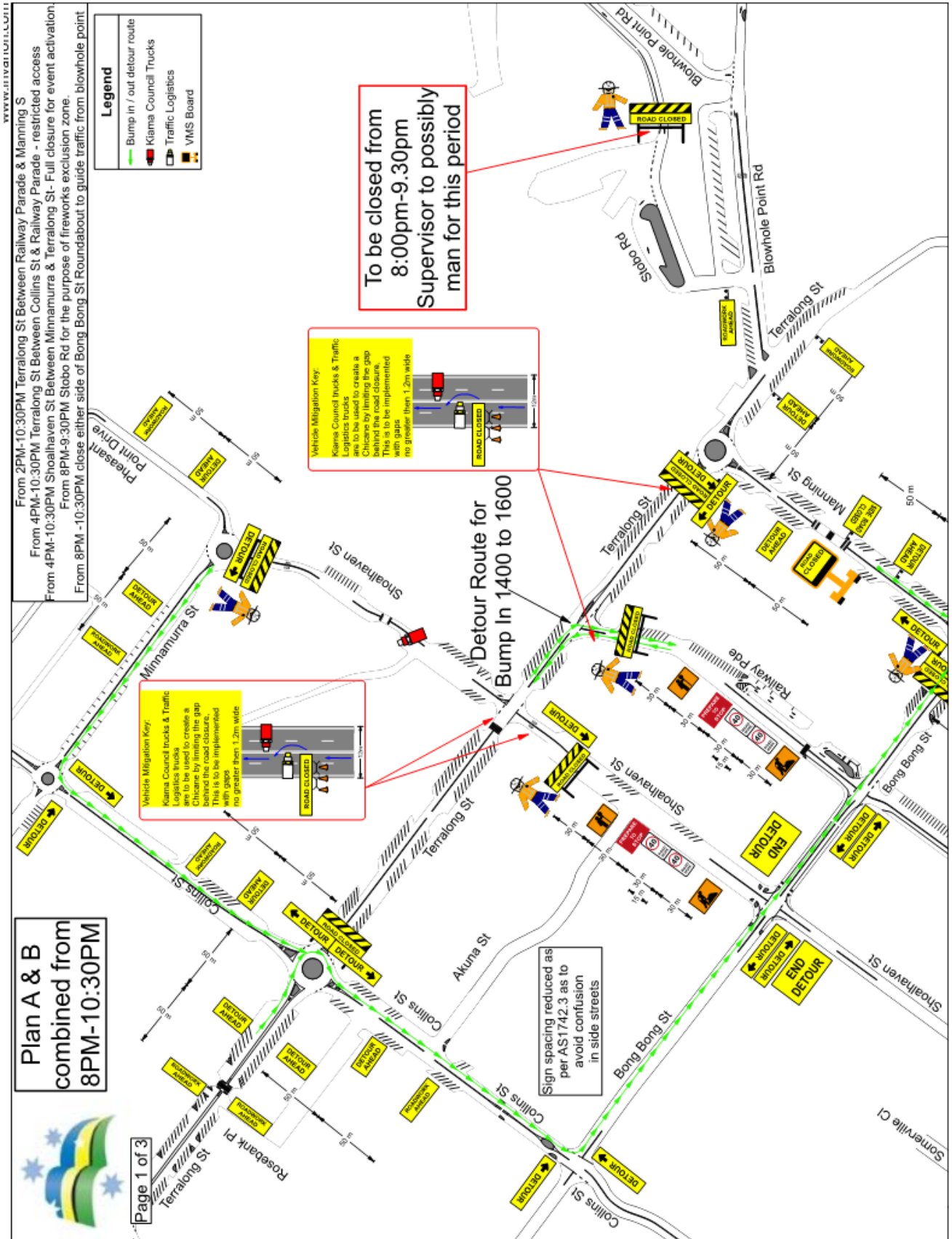
Team Leader's Name: [Name]
PIV/TMP Licence No: [Number]
Amendments Required? Yes / No
Date of Amendment: [Date]

Client's Signature: [Signature]

Specialist Signatory: [Signature]

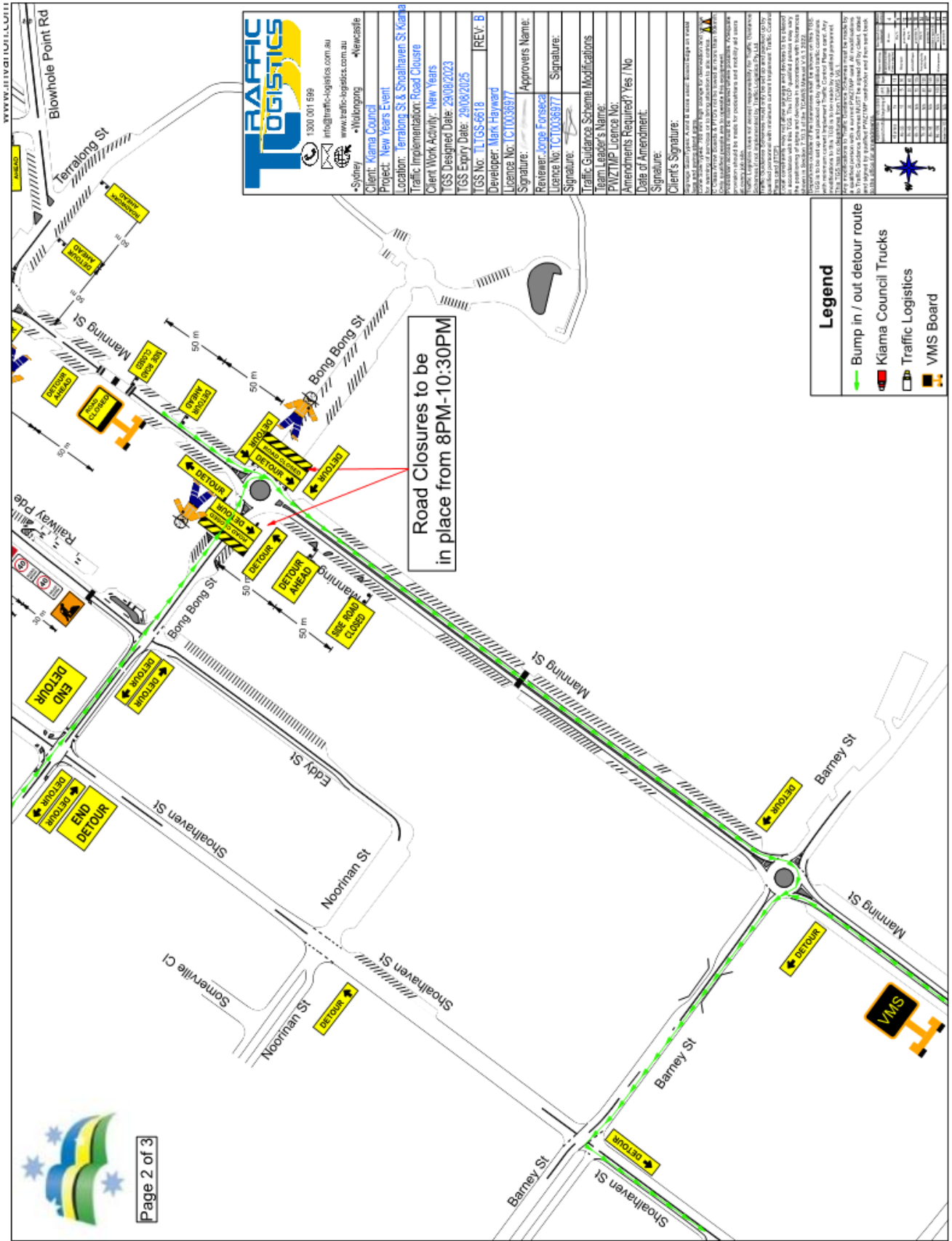
VMS BOARD
VMS NOTIFICATION:
ON DAY OF WORKS:
TERRALONG ST
4PM TO 10:30 PM
ON THE NIGHT OF THE WORKS:
BONGBONG ST CLOSED/FOLLOW DETOUR.
ON APPROACH TO BARNIEY ST NORTHBOUND:
BONGBONG ST CLOSED AHEAD
VEHICLE LEFT TURN BARNIEY ST

Activity	Start Time	End Time	Location	Notes
ROAD CLOSED	08:00	10:30	TERRALONG ST	For New Years Eve
DETOUR	08:00	10:30	BONGBONG ST	For New Years Eve
ROAD CLOSED	18:00	23:00	BONGBONG ST	For New Years Eve
DETOUR	18:00	23:00	BARNIEY ST	For New Years Eve

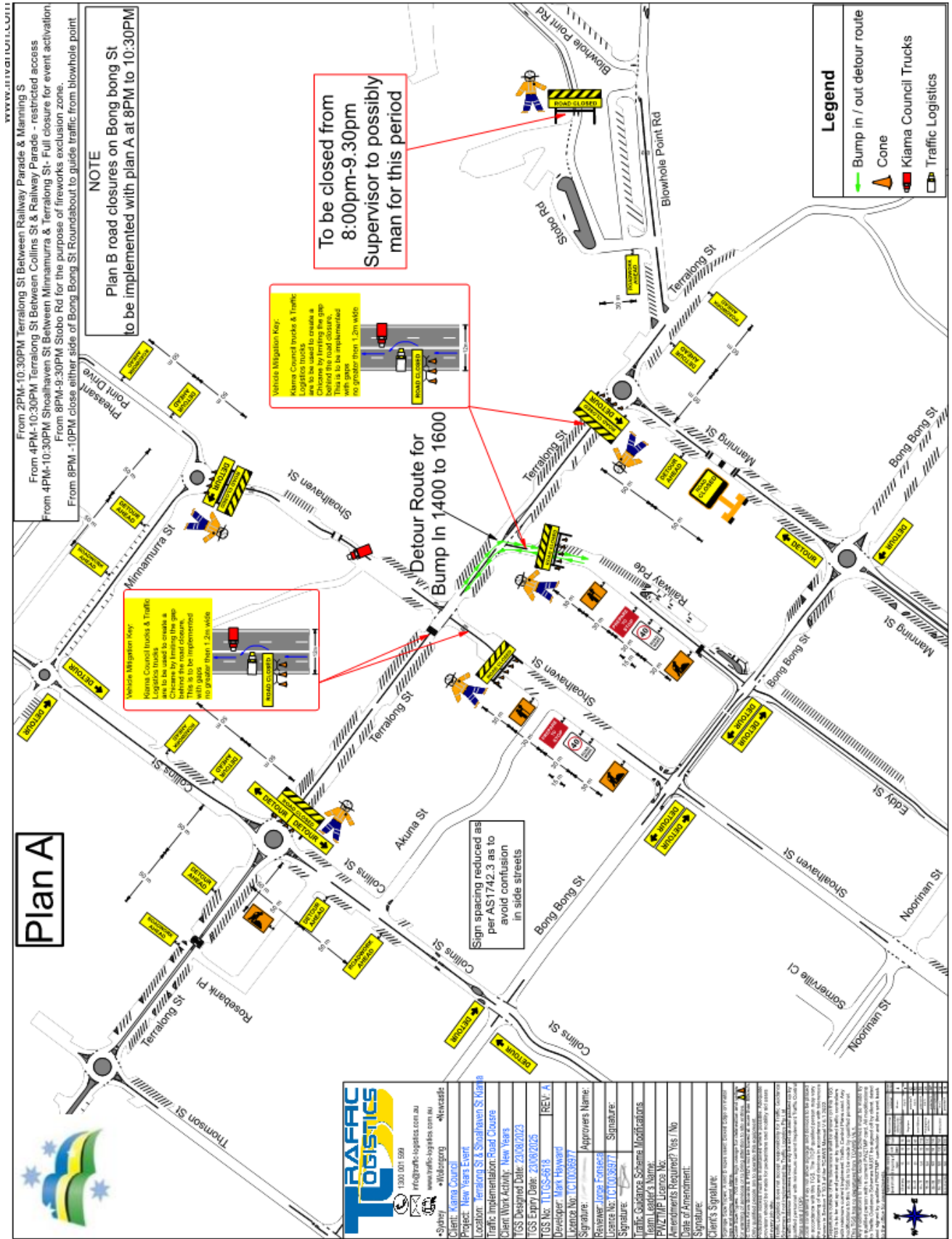


Item 5.2

Attachment 3



Attachment 3 Item 5.2



Item 5.2

Attachment 4

5.3 Kiama Show - 2024 - Road Closures

CSP Objective: Outcome 4.3: Our built environment is safe and inclusive; our infrastructure is well planned and well managed.

CSP Strategy: 4.3.2 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport.

Delivery Program: 4.3.2.2 Implement road safety and traffic management programs and responsibilities

Summary

The Kiama Show Society proposes to close a Section of Bong Bong Street and Terralong Street in order to provide safe access into the Kiama Showgrounds during the 2024 Kiama Show.

Financial implication

N/A

Risk implication

Implementation of the proposed Traffic Management arrangements will address public safety and traffic related risks associated with the proposed road closures.

The risk implications are minor as Council's permits process requires that the event organiser maintains a \$20 Million public liability insurance policy for the duration of the work.

Policy

N/A

Consultation (internal)

Kiama Local Traffic Committee

Council's Road Safety Officer and Civil Engineer

Communication/Community engagement

Pending Committee and Council approval of the proposal, notifications of the proposed traffic changes will be provided to NSW Police, local emergency services, businesses and residents effected by the closure. An advertisement will also be placed in the local media advising of the closure

Attachments

1 TCP - Kiama Show - 2024

Enclosures

Nil

RECOMMENDATION

Report of RMS delegated formal items

5.3 Kiama Show - 2024 - Road Closures (cont)

That the Committee endorsed that the traffic changes associated with the event on Friday 27 January 2003 and Saturday 28 January 2023 from 5 a.m. to 10 p.m. each day be approved, subject to organisers complying with the following conditions:

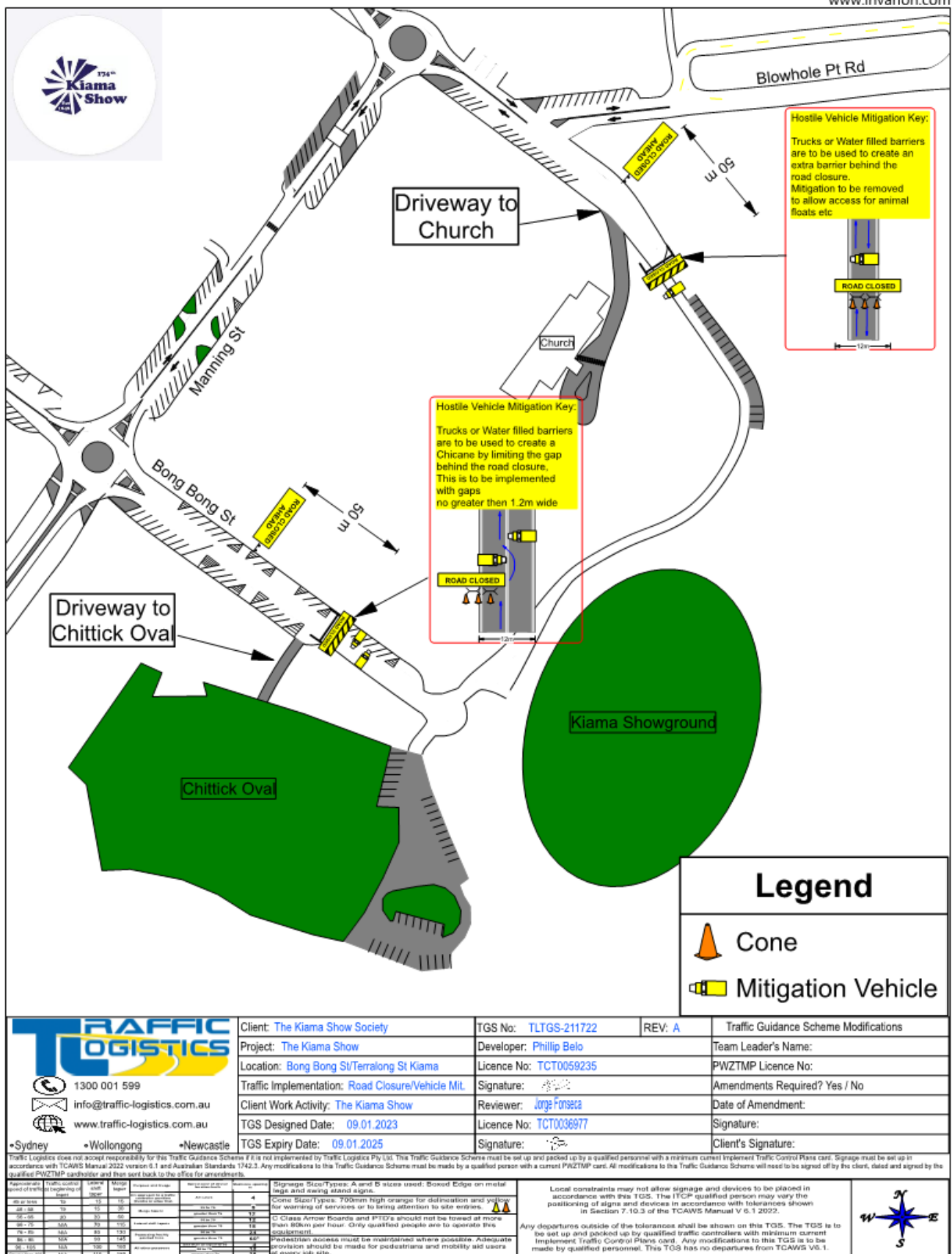
1. The event organiser complies with the Traffic Management Plan shown in Attachment 1.
2. Notification of the closures be given to Police, local emergency services, businesses and affected residents.
3. An advertisement be placed in the local media advising of the closure a minimum of seven days prior to the event.

Background

The Kiama Show Society will be holding the Kiama Show in the Kiama Showgrounds on Friday 26 January 2024 and Saturday 27 January 2024.

The Kiama Show Society propose to close off a section of Bong Bong Street and Terralong Street adjacent to the showground from 5 a.m. to 10 p.m. each day to accommodate pedestrian safety for show visitors and to safely marshal horses and associated transport.

The road closure plan is included in Attachment 1 of this report. Additional details have been requested to be included on the plan including distances, pedestrian controls and proposed closure times. An updated plan is hoped to be available for distribution at or prior to the Committee meeting.



Item 5.3

Attachment 1

5.4 Crooked River Winery - Dave Ferrit Festival - Traffic Mangement Plan

CSP Objective: Outcome 8: We want a diverse and strong local economy

CSP Strategy: 8.1 Support economic growth and development

Delivery Program: 8.1.1 Prepare and adopt an Economic Development Strategy which identifies ways to creating a diverse and resilient economy within the Municipality

Item 5.4

Summary

Crooked River Winery is hosting the Dave Ferrit Festival which is a two-day festival showcasing a range of bands and local produce. The event will be held over the weekend of the 2nd and 3rd of December. The event is proposing to run stop slow traffic control as per the attached traffic management plan.

Financial implication

Nil

Risk implication

The risk implications are minor as the event organiser maintains a \$20 Million public liability insurance policy for the event.

Policy

Section 138 of the *Roads Act 1993*

Consultation (internal)

Council's Engineering Department acting in their capacity as the Roads Authority.

Communication/Community engagement

N/A

Attachments

- 1 Traffic Management Plan_Crooked River Wines_V2.0_Dave Ferrit Festival_December 2023

Enclosures

Nil

RECOMMENDATION

That the Committee endorse the issuing of the road occupancy permit under sections 115 and 138 of the Roads Act 1993 with the additional conditions of:

1. The permit holder is to enforce all activities outlined in the traffic management plan including a free shuttle bus to and from the train station at Gerringong.
2. That the organisers send notification to the NSW Police Highway Patrol 7 days before the event such that additional patrols on the highway can be programmed, as resources permit

Report of RMS delegated formal items

5.4 Crooked River Winery - Dave Ferrit Festival - Traffic Mangement Plan (cont)

Background

Crooked River Wines and The Inspired Unemployed part owners of Better Beer have teamed up to bring you the South Coast's newest event. Dave Ferrit Festival, a play on words from Day For It, celebrating everyday moments when you need to stop and enjoy a mouth watering beverage (responsibly). The evnt will be run over 2nd and 3rd of December and tickets are limited per day. This allows each guest to witness the bands up close in person on the hill overlooking the estate. You will want to experience this awesome weekend of food, wine, and entertainment.

For the last event at Crooked River winery the comments made by Local traffic committee were adopted into the V2.0 TMP attached. This resulted in a better outcome for the public and local traffic.

Item 5.4



TRAFFIC MANAGEMENT & PREMISES PLAN

For



C R O O K E D R I V E R W I N E S

“Crooked River Wines”

11 Willowvale Rd Gerringong NSW

Registered Business
Licence Number: liqw824008891
Trading Name: Crooked River Wines
ABN: [81 650 140 5](https://abn.gov.au/abn/816501405)



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General Event Information

1.1 Event Summary

Crooked River Wines was first established in 1997, with the completion of the manufacturing facility in 1998 by the original family owners Brian and Narelle Jackson. Crooked River Wines is still a proud family owned and operated winery, currently the largest winery on the South Coast of NSW. Equipped with a 160 seated restaurant and cellar door facility. It is situated at 11 Willowvale Rd Gerringong NSW.

The event showcases a variety of live entertainment, local produce and a selection of quality handmade wines that have been grown and manufactured on the estate.

1.2 Traffic Impact Summary

To coincide with this event, the Traffic Management Plan will be implemented to ensure a safe passageway along *Willowvale Rd*, and efficient ingress/egress of guests.

1.2.1 Ingress / Egress

All vehicles will enter the parking areas via Willowvale Rd (Belinda St). Authorised Traffic Controllers will be engaged to implement traffic management as per TCP. Traffic Management Strategy will address:

- + Vehicular traffic of guests for the event.
- + Local/Nearby Residents up *Willowvale Rd*.
- + Casual visitors and general traffic moving through the area.
- + Pedestrian Egress along Belinda St / Simms Rd.
- + Traffic movements for the safety barrier install and de install.

VEHICULAR INGRESS STRATEGY

All vehicles will enter the parking area via the *Willowvale Rd* Entry, guided by Authorised Traffic Controllers up to the Parking Zones. Parking Zones are defined as follows:

Zone 1 – Four Wheel Drive (4x4) parking (Grassed area)

Zone 2 – Southern Side of Private Driveway

Zone 3 – Northern Side of Willowvale Rd, after the “Dairy Shed”

Zone 3a – Northern Side of Private Driveway near the house

Zone 3b – Southern Side of Private Driveway near the house – East of Zone 2

Zone 4 – Southern Side of Willowvale Road, after the “Dairy Shed” (4 x 4 Only)

Zone 5 – Northern Side of Willowvale Rd, after Zone 3

Zone 6 – Southern Side of Willowvale Road, after Zone 4



VEHICULAR EGRESS STRATEGY

Authorised Traffic Controllers will manage *Willowvale* Road as per TCP to ensure that no queuing of vehicles exiting event parking zones will impact *Willowvale* Rd or Belinda Street.

The event organisers are required to engage an authorised traffic management company to provide traffic management support for the event. It is recommended that the company is pre-approved for local government procurement and has \$20 million public liability noting the event organisers as an interested party.

Traffic Control Plans can be found in section 6.1 of this TMP.



1.3 Event Details

Event Date:	Sat 2 nd & Sun 3 rd December 2023
Event Times:	12:00 – 22:00
Event Venue:	Crooked River Wines 11 Willowvale Road Gerringong NSW 2534
Target Market:	35-65 mature audience
Frequency:	Annually
Preliminary Classification:	Class 2 (subject to Local Traffic Committee – LTC assessment)
Bump-in Starts:	1000 - 1200
Traffic Control (D1)	1000 - 2200
Traffic Control (D2)	1000 - 2200
Bump-out Finishes:	2200 - 2400



1.4 Key Event Contacts

Event Organiser:	Joseph Felice
Event Manager:	Joseph Felice
Event Manager Phone:	0414 500 133 (Joseph)
Venue Owner:	Roger & Ange Lloyd
Venue Owner Phone:	02 4234 0975
Venue Owner Email:	Joseph@crookedriverwines.com
Police PAC:	Kiama Police (Southern Region PAC)
Police Contact:	Duty Officer / Traffic Sergeant on Duty
Police Phone:	02 4232 1444
Police Email:	N/A
RMS Contact:	RMS Southern
RMS Phone:	02 4221 2509
RMS Email:	operations.southern@rms.nsw.gov.au
Traffic Control Provider:	Cato Location Services (or another TC company if preferred)
Traffic Control Contact:	Nicola Illiadis / Kieran Cato
Traffic Control Phone:	9517 1313 / 0488 274 504
Traffic Control Email:	operations@catolocationsservices.com.au



Location Map & Event Site Plan

Dave Ferrit Festival will be held at Crooked River Wines Private Property as per below map:



Should a detailed site plan be required, please contact the Event Organiser in section 1.4 of this document for the latest site plan.

Workplace Health & Safety

3.1 Risk Assessment Plans

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

The event organisers as the ground hirers will be the principal risk manager for the event and shall ensure that the risk management methodologies are applied throughout all stages and aspects of the event activities.

A comprehensive Risk Assessment will be conducted for *Dave Ferrit Festival* and can be made available by contacting the Event Manager as listed in section 1.4 of this TMP.



3.2 Public Liability Insurance

Crooked River Wines has Australian Public Liability Insurance to the value of \$20,000,000. This policy covers all activities of the event and the organisation

A copy of such insurance can be found in section 6.2. If omitted from this document, it can be made available by contacting the Event Manager as listed in section 1.4 of this TMP.

3.3 NSW Police Force

The Southern Region Police Area Command (PAC) will be engaged to confirm support and no objections to this event. They will be formally notified at least 2 weeks prior to the event-taking place.

3.4 NSW Fire & Rescue and NSW Ambulance

NSW Fire & Rescue and NSW Ambulance will be notified at least 2 weeks prior to the event-taking place. NSW Ambulance also require an email sent to the Event Planning Unit 2 weeks prior to the event

eventplanning@ambulance.nsw.gov.au

3.5 Event Delays, Postponement or Cancellation

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders.

3.5.1 CONTINGENCY PLANS

3.5.1.1 Heavy Rain

In the Event of heavy rain in the week leading up to the event or on the day of the event, it would not be necessary to cancel the event. (30mm or more), There is sufficient shelter for guests, and event organisers/staff.

3.5.1.2 Cancellation of the Event

Assessment and need for cancellation will be done by the Event Managers/Venue Owner. A decision on the cancellation of the event due to weather would need to be made 72 hours prior to the event date. This would allow time to notify all parties involved. Guests would be personally informed via the Company's Website/social media platforms.



Traffic and Transport Management

4.1 The Routes and Location

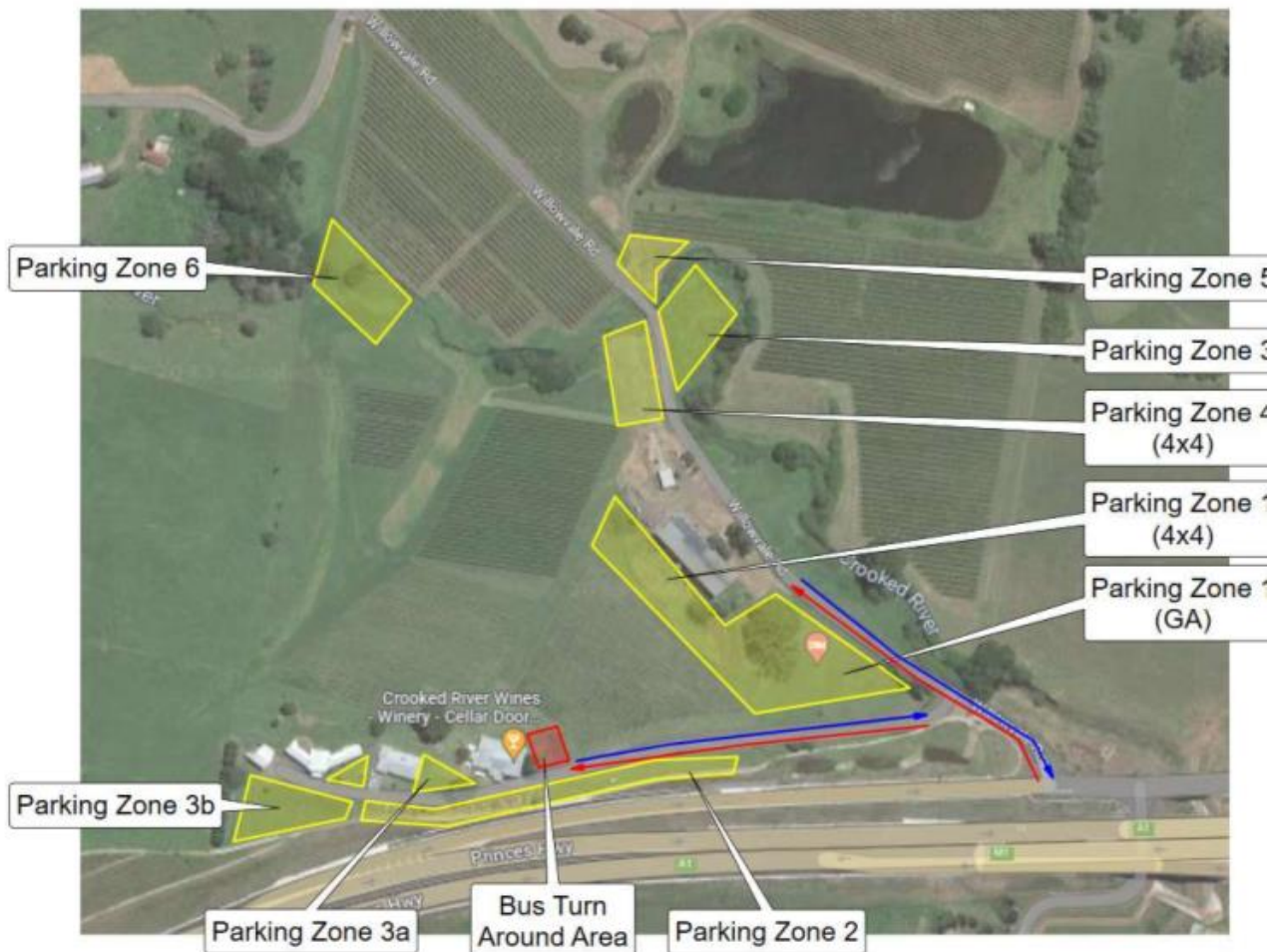
A map of the event location is below displaying traffic ingress, and egress. Vehicular traffic will enter and exit the event area via Willowvale Rd

Ingress =

Egress =

Authorised Traffic Controllers will manage ingress/egress via Willow Vale Rd. Event Management will manage the parking within private property, guiding vehicles to park. The Zones will fill progressively from Zone 1 to Zone 6.

(See section 1.2.1 of this TMP for full ingress/egress strategy)





Ingress upon entry at the venue will allow guests to enter the event via Lanes 1 (general admission) and lanes 2 (VIP). There will be no pass outs throughout the event unless approved by the licensee or manager.

Egress upon exit at the venue will allow guests to exit the event via lanes 3, 4, 5 (bus lanes) and 6 & 7 (parking bay lanes). This will provide a safe and ease of access for patrons to exit the venue accordingly.

To further assist safe pedestrian/guest movement upon Egress, additional traffic controllers and pedestrian marshals will be deployed to the intersection of Belinda St/Simms Rd. This will allow safe pedestrian/guest thoroughfare via Belinda St to Gerringong Train Station. To further minimise risk upon egress delineation with crowd control barriers will be placed as per TGS to provide safe path, in conjunction with a speed zone reduction to 20 kilometres per hour.

Charter buses will be provided for guests with each location going to nominated train stations, Gerringong, Kiama and Berry. Additional buses will also be provided by Gerringong Bus Service.





4.2 Resource Table

#	Location	Requirements
1	Willowvale Rd	4 x Traffic Controllers Traffic Control Devices as per TCP
2	Internal Driveway leading up to the house / event area	2 x Traffic Controllers 2 x Pedestrian Marshall Traffic Control Devices as per TCP
3	Intersection of Belinda St and Simms Rd	5 x Traffic Controllers 2 x Pedestrian Marshall Traffic Control Devices as per TCP

4.3 Event Vehicle Access to the Event Site for Suppliers, Contractors and Staff

There will be an 8km/hr limit on the property for the duration of the event.

Authorised Vehicles for Event Suppliers, Contractors, and Staff during Bump in/out via the Private Driveway off *Willowvale* Rd. All cars will be parked in designated areas and only emergency vehicles, amenities management or permitted disability access will be allowed during the operation period of the event.

4.4 Parking

There will be several parking areas (or zones) for guests, as well as event staff. These parking zones are located inside The Winery with approximately 700 car spaces available.

It is expected that the peak periods of parking demand would be at the start and end of the event days. Authorised Traffic Controller, and Event Management will manage parking within the property. Motorists will be encouraged to keep a continuous and steady flow into the car park to ensure there is no queuing on *Willowvale* Rd.

Extra care must be taken by the vehicle drivers to ensure pedestrian safety.

Event Management will direct vehicles to park in designated parking zones. Refer to parking plan in section 4.1 of this TMP. All vehicles will enter the Private Driveway and then guided to the relevant zone(s)

A copy of the parking layout map is attached to this TMP. Refer to section 4.1

An Updated map can be made available by contacting the Event Manager or Venue Manager as listed in section 1.4 of this TMP.



4.5 Impacts on Public Transport

The event will not have any direct impact on public transport in the near area.

Due to the event being a licenced function with the supply of Alcohol, Event Management have arranged courtesy Bus to and from Gerringong Station for Guest comfort and safety.

Kiama Cabs, and other local Taxi Services will be notified for any guests wishing to utilise this service.

No Bus stops will be impacted or relocated. Bus hired companies have been hired for this event, (Including, but Not Limited to) Canty's Buses, Nowra Coached, Shoalhaven Shuttled, Luxe Tours, South Coast Journeys.

Buses will give patrons the option to facilitate travel to and from stations provided.



4.6 Traffic Management Requirements Unique to This Event

The following is to provide a travel mode scenario for stakeholder planning consideration

- + It is anticipated that visitors would carpool due to the event demographic, and target market. With an average anticipated level of 3-4 pax/car, parking capacity can accommodate up to the maximum allowed capacity.
- + To alleviate congestion, and allow for safe arrival, and departure of guests, shuttle buses will be provided for transportation to and from the event venue.

4.7 Traffic & Pedestrian Management

See Traffic Control Plan in section 6.1 of this TMP. It demonstrates the following:

- + Traffic Controllers, to manage the ingress/egress of vehicles along *Willowvale Rd*.
- + Traffic Controllers will also ensure by way of Traffic cones (or similar) that no parking occurs along *Willowvale Rd* (Council Rd).
- + Traffic Controllers will also ensure that Pedestrian Safety is managed by Sending Pedestrians directly into the private property from the road.
- + Traffic Controllers and Pedestrian Marshalls to manage egress at the intersection of Simms Rd, and Belinda St, by creating a safe crossing point for patrons wishing to utilise Gerringong Train Station services.

In all cases whereby pedestrians need to be delineated from vehicular traffic, this will be done so by a combination of bollards, traffic cones, and speed zone reduction as highlighted above for the area/location.



Minimising Impact on the Non-Event Community

5.1 Access for Local Residents and Businesses

Access for local residents or businesses will not be impacted as the event is contained within Private Property, and no road closures are implemented.

Any local residents wishing to access their property further north on *Willowvale Road* can do so without being impacted. All residents on *Willowvale Rd* & surrounds have been contacted prior to each event.

Vehicles travelling along *Willowvale Rd* could potentially held/stopped for max 3 min whilst pedestrians are guided across the roadway under stop/slow traffic control from the helipad, or vehicles are moved up to the designated Parking Zones.

5.2 Access for Emergency Vehicles

Emergency service vehicles will have unobstructed access into the event site if required via the designated entry point (off *Willowvale Rd*). Vehicle access paths of width no less than 3.5m will be maintained at these points.

- + Event Management not allowing vehicles to park in obstructed to the path.
- + Any cars in the way of emergency vehicles in response will be directed out of the way by Event Management, Pedestrian Marshalls, or Traffic Controllers.
- + Event Manager will be checking throughout the shift that the paths are not obstructed.

Ambulance Access – An Ambulance would gain access to the event site via *Willowvale Rd* if there was an emergency. Ambulance can be escorted to the incident site by Event Manager as required.

Fire Brigade – The local RFS will not have fire trucks at the event. If Fire Brigade would need to gain access in the event of an emergency, they can gain access via the Private Driveway off *Willowvale Rd*.

Police – Would gain access to the event site via *Willowvale Rd* if there was an emergency. Police can be escorted to the incident site by Event Manager as required.

The Event Organiser will communicate these measures to the relevant services prior to the event-taking place.

5.3 Advertising Traffic Management Arrangements

The Event Organiser will promote Dave Ferrit Festival and the ingress/egress strategies taking place using a variety of methods in the weeks preceding the event including:

- + Social media platforms,
- + Event Organisers Website,
- + Various Local Paper based publications.



5.4 Variable Message Signs

Two VMS will be installed around the event site managed solely by the Event Organiser. The details of the plate text, times, dates, and independent contractor can be ascertained by contacting the Event Organiser. The Locations of the VMS Boards are demonstrated below:



Item 5.4

Attachment 1



Attachments

8.1 Traffic Control & Pedestrian Management Plan

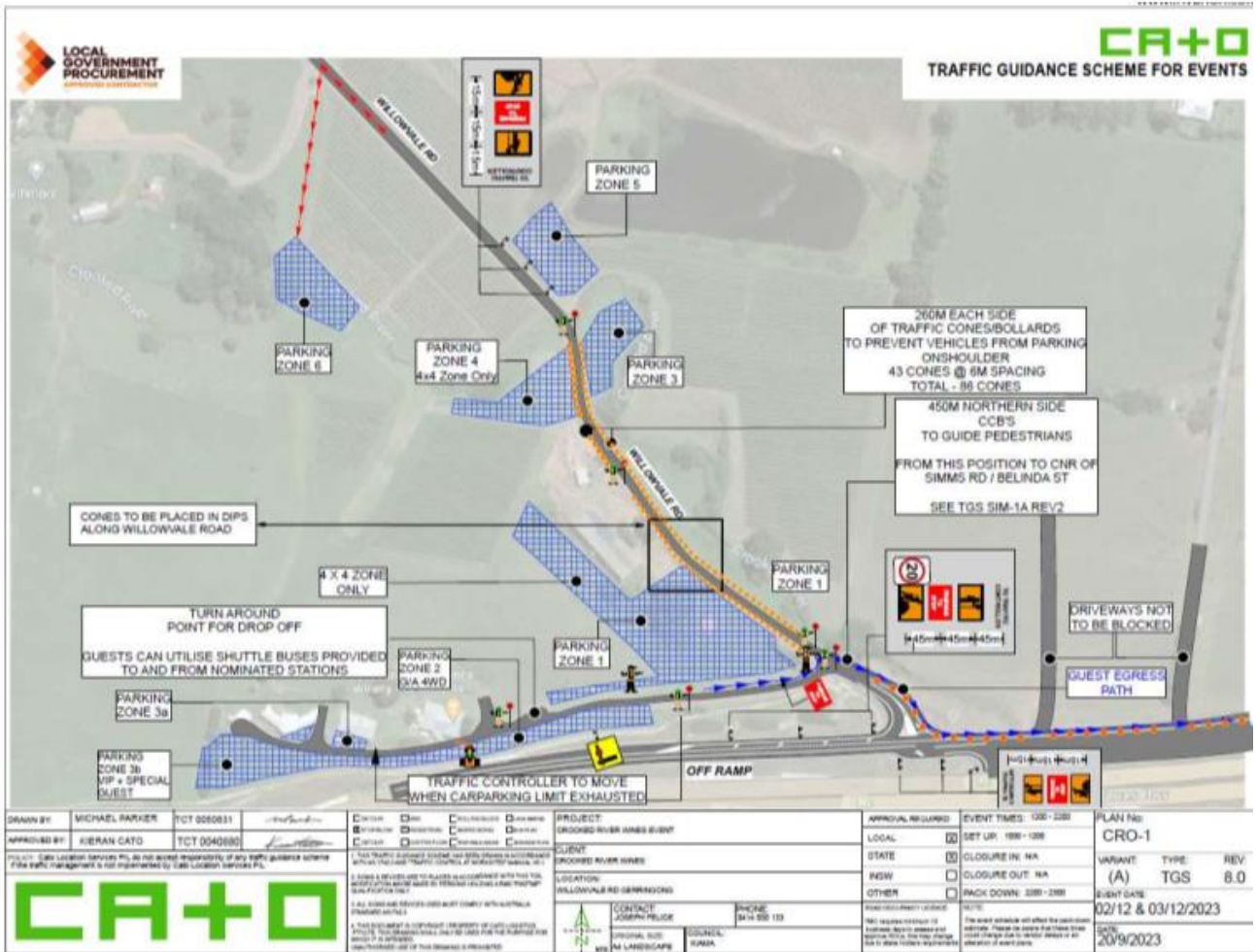
8.1.1 CRO-1A REV7

This Traffic Control Plan shows the strategy of which Traffic Controllers will:

- + Manage Ingress/Egress of Guests to Ensure no queuing on Willowvale Rd, and
- + Ensure no Guests Park on Willowvale Rd

Item 5.4

Attachment 1





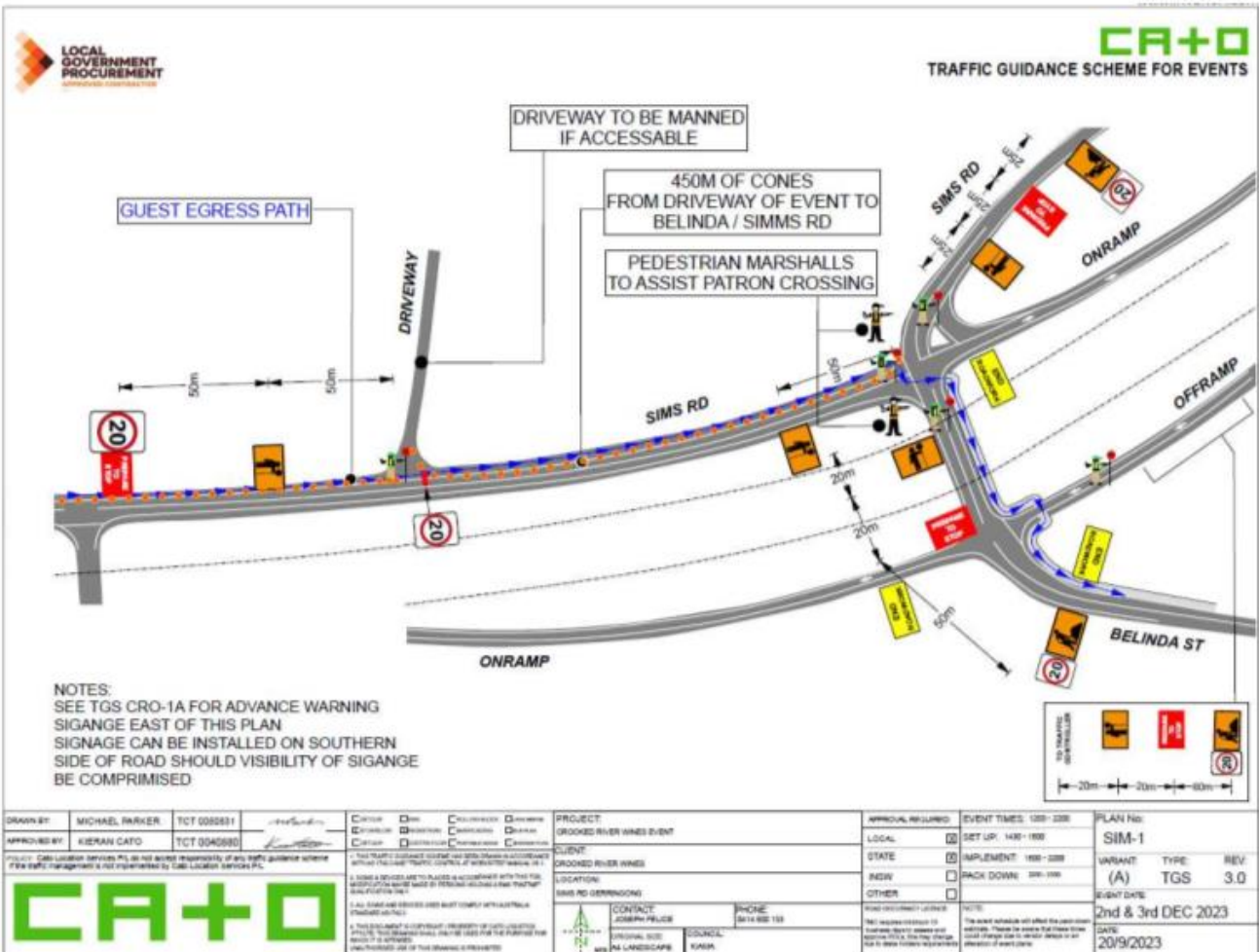
8.1.2 SIM-1A REV2

This Traffic Control Plan shows the strategy of which Traffic Controllers and Pedestrian Marshalls will:

- + Manage Egress of Guests to Ensure safe passageway to Gerringong Train Station

Item 5.4

Attachment 1





8.2 Public Liability Insurance

*****OMITTED – REFER TO EVENT MANAGER*****

Item 5.4

Attachment 1



7 Approvals

7.1 Event Organiser Approval

TMP Approved by: _____
(Name)

(Date) (Signature)

7.2 Authorisation to Regulate Traffic

Council’s traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by: _____
(Council)

(Name)

(Signature) (Date)

The RMS traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP

Regulation of Traffic Authorised by: _____
(RMS)

(Name)

(Signature) (Date)

Item 5.4
Attachment 1

4 GENERAL BUSINESS

5 CLOSURE